

Trail Rider

MAGAZINE

August 1999 \$2.95

**NETRA
ENDUROS:**

**Monahan
King Philip**

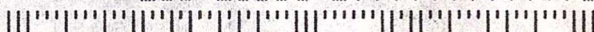
**ECEA
ENDUROS:**

**Pine Hill
Broad Mountain
Ridge Run**

HUSKY 250WR: CHAMPIONSHIP IRON

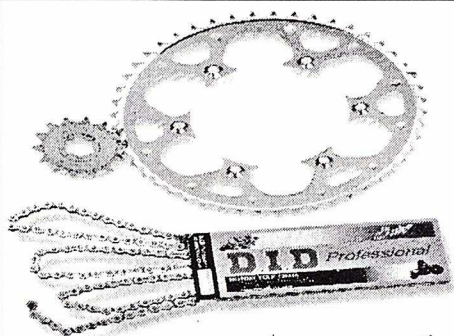


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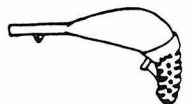
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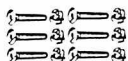
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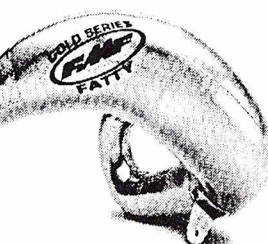
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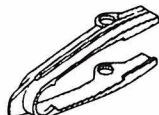
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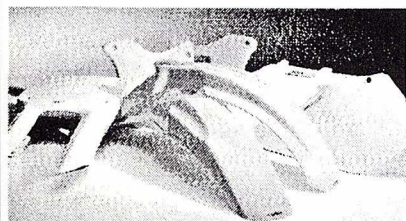
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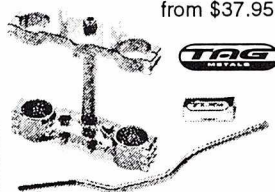
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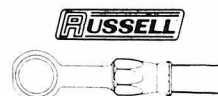
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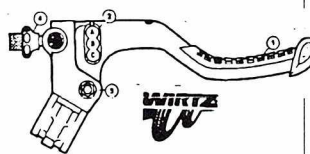
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On the cover: Mike Nash splashes through one of the most photogenic places on earth, Freetown State Forest, the location of the John Monahan Memorial enduro. It looks good in pictures but just ask anyone who rides there just how much fun it is. We predict you'll hear a lot of moaning.... Photo by Denise Bernier of Express Photo of Putnam, CT.

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Bossman Again

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The Bike Whisperer, again



Warning: there isn't anything that will top the feeling you get from piloting a motorcycle through the woods, but you have to accept the risks inherent in this sport if you're going to do it. There are no safety features expressed or implied, there are no airbags or seat belts to protect you from yourself. The entire burden of personal safety rests right on your shoulders, Bucko, and if you mess up it's not the land owner's fault, not the bike manufacturer's fault, and certainly not our fault. We recommend using all the protective clothing you can, and be aware of what you're doing at all times. And then, it's fun.

All The Answers:

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Address Changes: If you don't want to miss an issue, let us know in advance of your move, so we can update our files before we mail your magazine into the ozone. The P.O. is supposed to forward magazines, if you tell them to, but they don't do it in a hurry.

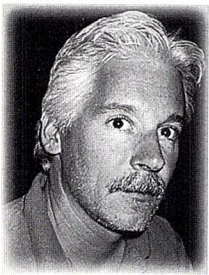
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Last Over

by Paul Clipper

Rash Decision

Editng the stories in this issue, it struck me that we had an unusual amount of references to “monkey butt.” At least it seemed like an unusual number of references, until I shifted uncomfortably on my seat and realized the true reason for all this repetition, and this is it: we are in the heart of monkey butt season, like it or not.

I think we’re all grown up enough to talk about this common affliction. I certainly feel grown up enough to talk about it, I have enough experience in the subject. Whether you’re grown up enough to read about it, that’s another matter. It seems like a good subject to air out in this column; at the very least it’s one I’ve never tackled before. As I think about it, though we’ve mentioned it in passing many times, we’ve barely scratched the surface of monkey butt as a serious affliction suffered by trail riders everywhere.

And it is a serious affliction; not something we’d make any rash remarks about.

Before we inadvertently touch upon a sore subject, I’d like to point out that we in no way intend to make fun of the book *Monkey Butt*, by Rick Sieman, a.k.a. Super Hunky. *Monkey Butt* the book is a combination diary/pack of lies about the early days of *Dirt Bike* magazine as seen through the eyes of Hunky, a scholarly treatise in which the blushing author of this column is made out in some small way to be hero of the time, when all he really was was a small-time hack trying to make a buck the easiest way he knew how in the heyday of the motorcycle industry. Some things don’t seem to change, do they? At any rate, this small piece has nothing to do with the book, which is still available for \$20 a copy, preferably cash, from Rick Sieman Racing, 4492 Camino de la Plaza, San Ysidro, CA 92173-3097.

The condition known as monkey butt to off-road riders everywhere, is a rash that appears primarily on the part of your body that makes most intimate contact with the seat of your motorcycle. It’s named after the peculiar coloration of the, shall we say, north end of a southbound baboon. Check out your *National Geographic*; a baboon’s posterior is a most otherworldly shade of purple, and a true case of monkey butt is very close to the same color. The human version is also much more painful, even though the monkeys don’t seem to mind their own condition.

The consensus among enduro riders is that the main topic of exploration is finding a way to prevent monkey butt. Actually, prevention is simple: just don’t sit down.

Now that we’ve all rejected that idea, I can tell you what I do know about the affliction. One is that you can cure it over the course of a couple of days with liberal applications of Neosporin. No other type of antibiotic ointment seems to be able to do it as efficiently; Neosporin is the kind. Finding something to prevent it is a little more problematic. You want something that is both effective as well as unobtrusive; i.e., you don’t want to smell funny and you don’t want to feel especially funny. Third, you don’t want to slide right off the back of the motorcycle because of too much lubricant.

Yes, lubricant. Friction is the mother of monkey butt, and in order to prevent it you have to cut down on the friction somehow. I’ll admit right now that I have sensitive skin; always have. Charlie once said I have hands like a girl, and hearing that from him made

me more than a little uncomfortable. But it’s true, from north to south I am void of calluses. I’ve tried everything to keep the riding rash in check, within reason. I finally found that taping my palms keep the blisters off my hands, but I’ve never been tempted to tape my nether regions. Even if it would work.

Some guys seem to get along perfectly well with liberal amounts of baby powder. You dust yourself thoroughly with innocuous white powder and all is happy. I admire the folks who can find a simple cure with baby powder; they must not sweat. I’ve used it, and all it produces on me is liberal amounts of what looks like

though, and it was quite a bit hotter this day. I struggled in the end of the day, though, and rushed through the evening frenzy of bike repair until the wee hours, and showered and went to bed. There was little time for anything else.

A few hours later, when Mark and I struggled out of bed to start the third day something didn’t feel right. I looked over my shoulder in the bathroom and was horrified by what I saw. It was unmistakably the beginnings of a legendary case of monkey butt, and four full days to go I knew it would cripple me if I didn’t go to plan B immediately.

“You don’t want to smell funny and you don’t want to feel especially funny. Third, you don’t want to slide right off the back of the motorcycle because of too much lubricant.”

grout, and when you get baby powder wet it’s not much less abrasive than valve grinding compound.

The next obvious choice is Vaseline, or some other brand of petroleum jelly. You know, for short rides and cool weather Vaseline actually seems to work pretty well, most of the time. However, hot weather and lots of perspiration seems to cut it like paint thinner, and it goes away. I don’t know where it goes, to tell you the truth, I just know it goes there. Maybe it soaks into the clothes, maybe right into your skin like some kind of sub-dermal waterproofing, but for me it loses its lubricating properties about 60 miles into a 90-degree day, and things go downhill really fast after that. Still, I’ve used Vaseline for years and never found reason to bad-mouth it. At least not until it failed me, and back when I was a new father I may have hit on the sure preventative. But in many cases the preventative may be almost worse than the disease.

The subject salve is a compound called Desitin, and it is an unctuous white substance easily as waterproof as Sno-Seal that one smoothes onto a baby’s bottom to prevent the dreaded diaper rash—which is also very closely related to monkey butt, in its own right. The most impressive thing about Desitin was that it was nearly impossible to wash it off of your hands after applying it to the cherub in question. I noticed this almost immediately, and thought to myself this may be the answer....

The only drawbacks to it were that the substance was possibly the most dense lubricant I’ve ever handled. Which is good, in a way, but it would be very hard to get a smooth, even layer without help; and besides that it has an odor that just screams “wet baby!” Still, it appeared to have great potential in an emergency situation, so I packed a huge tube of it along with my gear as I headed for the longest ride of my life, the Nevada Rally (this was in 1995). 2000 miles through the Nevada desert in August. If that wasn’t the acid test, I don’t know what was.

Cut to the chase. I didn’t need it the first day. Vaseline did its job, and aside from a certain amount of tenderness my rump passed day one unsullied. The second day I applied the same standard lube liberally, and it seemed to work fine. The ride was way long,

I ran out to the other room and frantically dug through my kit, finally coming up with the huge tube of Desitin. It struck me immediately that there was no way to apply the dreaded substance without getting it all over my hands, at which point I’d find it nearly impossible to tape my hands up. As I stood there with the tube, looking perplexed as my addled mind tried to work it all out, Mark appeared to read my mind, and said “You’re on your own,” and walked out to work on the bike.

Actually, I would have never asked him.

Rubber gloves would have been the answer, but all I could find was a plastic knife from a take-out joint, so with polystyrene weapon in hand I carefully avoided the serrated edge and troweled on the Desitin. If it was hard to get on by hand, it was nearly impossible to spread with a plastic knife; but I persevered and applied an alarmingly thick layer, and soon was out on the bike and off for the day.

It was a long, hot, sweaty day, but the Desitin must have been a success. There was way too much of it on, and I couldn’t stay in one spot on the seat all day. It felt as if it was working its way up my back and down my legs, and it more or less was, but just as long as it held the rash at bay I was content. I struggled through the day and made it to the finish line late in the afternoon. Mark was waiting there with a bottle of Gatorade, and I didn’t even get off the bike when he offered it to me, just sat and carefully worked on downing the whole half-gallon bottle in one sitting. There was the usual finish line frenzy, with team members, mechanics, spectators and reporters all around, and my friend Dan Walsh, cameraman for *MotoWorld*, was bustling about getting shots of everything that was going on. We may have been in his way, but he worked back and forth around us, trying to get the right angle on something or somebody, until he was directly downwind. He bent down to his video camera, framed a shot, and then came back up with a glowing smile on his face, looking right at me. “Does someone need to be changed...?” he said.

So it works. I recommend it. But don’t be surprised if you never hear the end of it if somebody finds out you’re using it. ▲



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Husky Trivia

1971 was the first year Husqvarna won the AMA National Enduro Championship. A gentleman by name of Ron Bohn, well known to Six Days fans, took the title that year, which is also the year the publisher of this magazine graduated high school. In 1972 and '73 Bill Kain won the championship, again riding a Husky. 1974 saw the beginning of King Richard Burleson's reign. Dick Burleson was a fast rider, but he was also one of the smartest enduro riders ever to come down the trail, and he held tightly onto the title for the next eight years, each time riding a Husky. In 1982 Burleson's teammate, a tough kid named Terry Cunningham took the title away from him and made King Richard seriously start thinking about retirement. Another Husky teamster, Mike Melton, clawed the title away from Cunningham in 1983, in a bloody battle that sometimes looked like it would bring the whole team down in smoking ruin. For the next three years after that, Cunningham made himself famous as a dominating enduro champion, and brought the long-discontinued Husky Automatic into the realm of legends. Cunningham could ride an Auto, an Open class machine with five gears served by centrifugal clutches, faster than even you can imagine; and he was responsible for hundreds of sales of a bike that lesser riders could barely handle or maintain.

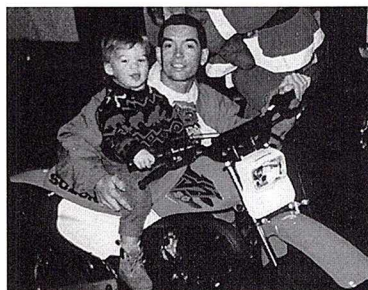
In 1987 Kevin Hines, in a series that looked more like a street brawl between him and Cunningham, took the championship away from Husqvarna, giving the KTM factory its first every National Enduro Championship title (if you don't count John Penton's Penton/Husqvarna win in 1969). Husky had ruled the roost for 16 years, having some of us up and coming riders of the time convinced that the only way to win an enduro was on a Husky. The following years proved that theory wrong, but we never forgot almost two decades of solid Husky wins. They were a team to be reckoned with!



Terry Cunningham, 1983

And The Winner is...

Here's some old news. Back in December of last year, the Pilgrim Sands Trail Riders finished up a raffle to benefit a trail groomer project they had been working on. The raffle helped defray expenses incurred during the trail work done in F. Gilbert Hills State



The two Tom Nortons and their prize.

Forest (Mass.) by the members of the King Philip Trail Riders, and the Freetown State Forest with the PSTR. The raffle helped raise money to meet a matching government grant to the tune of \$14,351. Three lucky winners went home with some neat prizes from the raffle. The first place winner was former NETRA Hare Scrambles champ Tommy Norton, who won a 1998 Suzuki DS80, probably to get his son Thomas started riding with. Second place prize was \$350 worth of Fox riding gear won by Dick Knowles of Assonet, MA; and the third prize of an HJC helmet was won by Tyler White of East Putnam, CT. The PSTR and KPTR clubs have since gotten their trail grooming tractor, a fine Honda 4WD unit, and the trails have never been happier.

All Star Enduro School

If you feel in need of enduro instruction, keep your calendar open this month for the NETRA/Moose Offroad Enduro School, Saturday August 14 in Brimfield, Massachusetts. The all day event will be hosted by guest instructors (and former National Enduro Champions) Dick Burleson and Kevin Hines, and current AMA Champ Mike Lafferty. They will also be assisted by top local riders, including Jason Cayer and Hans Neff. It promises to be a day packed with valuable information and a lot of insider tips. The course costs \$50 per person, with the entire entry fee going to the NETRA Legal Fund, fighting to keep your trails open. For more information call the NETRA number at (860)875-5757, or call Mitch Frazier at (413)245-3037.

New Test Bike

We added a new test bike to the TR stable this week, one of Yamaha's new TTR250s. It's a four-stroke, electric start enduro-rigged dirt bike—in other words, it's not approved as a dual sport bike. We shared a trail ride in New Hampshire recently with a friend who spent a couple days on the TTR, say-

ing that it felt pretty good on the rocky trails. We have yet to even start ours, but look forward to finding out if this is the XR250 killer we've all been waiting for. Yamaha makes it a point to not call it a racer, so we'll see. There is also a TTR225 available from our fine friends at Yamaha, but we didn't request one for a test bike since we're all so far here. The TTR250 retails for \$4699, and the TTR225 for \$3299.

Good Boots, Good Price

Sidi's All-Track boot is, from what we've seen, a good boot for a good price. It's basically an all-leather boot with plastic protectors added to the outside, so you know it's comfortable. It also uses cam-lock buckles that are nearly foolproof and easy on your fingers, while at the same time they're easily replaceable. The boot has a removable insole, if you feel the need, and they're available for a suggested retail price of \$220. Learn more about them from MotoNation, the official importers, at 877-789-4940, or check them at out www.motonation.com.



Hatch Attack

There's still time to get involved in the Steve Hatch GNCC Clinic. Hatch is offering a GNCC-style racing clinic in Butler, Pennsylvania, on August 24th through the 27th. Upon successful completion of the course the participants are then free to go to the GNCC in Lisbon, Ohio, the next weekend and clean up all the trophies. The \$995 fee includes hotel, clinic, and lunch every day, and if you're interested you better call right away. (602)867-6601.

Big Catalog

Topping out at 460 color pages, White Bros 1999/2000 catalog #21 is the biggest and best ever. It flat contains just about everything you could ever want, as well as a wealth of technical information. It costs them a fortune to produce, so don't be put off by the \$9 price tag along with \$3 postage. Call them at (714)692-3404 if you'd like a copy.

New Trelle Rock Tire

Trelleborg has been re-writing the rules of tire production these days, with their incredible SuperMaster rear tire, and the mud/sand Super Master front. Now, molded from the same thermoplastic rubber com-

pound, Trelleborg is introducing the Mega Grip 994, their long-awaited rock tire. You see, the previous Trelleborg fronts we've tried have all been so long-knobbed as to make the front end seriously skatey on hard rock and solid rock trails, which is not what you want from a front tire. With the Mega Grip 994, all your previous worries about rocks are gone. We tried one of these tires in both dry rocky conditions in North Jersey (Ridge Run enduro) and trail riding in both dry and wet/perfect conditions in New Hampshire, and we have to report that this is one hot rock tire. Knob height is short enough to

keep the "squirming" down, and the rubber compound sticks to the rock surface like suction cups. Matching this front tire to the Super Master rear is the killer New England rocky combination. No word yet on prices or availability, but keep your eye out for this tire at your Trelleborg dealer...better yet, get him to order one for you.

Your Weight May Vary

One of our readers, Mike Sigety, got himself a new bathroom scale and ran down to his local motorcycle shop, wanting to weigh everything in sight. We don't know exactly what method they used to weigh these bikes, but do know that every one of them was weighed at the same time, the same way. So somehow the weights are all relative to each other, even if this isn't the gnat's eye pinpoint spot-on Certified Weight. Still, his findings were interesting.

Bike	Status	Weight
'97 Gas Gas 125	Used	235
'99 Gas Gas 200	New	238
'99 Gas Gas 250	New	246
'99 Husaberg 400	New	255
'98 KX125	New	211.5
'98 KTM 200 EXC	New	221
'95 KTM 300	Used/gas	254
'98 KTM 300	New	235
'97 Gas Gas 250	Used/gas	266
'98 KTM 125SX	New	210
'98 Husky 125WR	Used	234

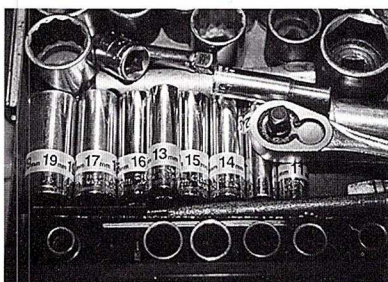


Buffed Rads

So you crushed your radiator at the enduro. Bad news, what do you do now? Well, you buy a new one if you've got the bucks, and you don't ride if you're broke. But we've found a service that's new to us, and very reasonable and efficient at fixing roached radiators. Note the photos: we had two radiators that were mashed from each side. One was folded up, the other was dented and leaking, so we shipped them both off to Myler's Radiators and awaited the verdict. Within a week they were back, with good news and bad news—one could be fixed and straightened, the other was straightened, but had terminal leaks inside. Tough luck on the one, but saving the other one saved some good money—it's only \$35 per radiator to have Myler's fix it, and most of you don't prang both radiators at once, we're sure. Look for their ad in the Yankee Trader pages of this magazine, they do good work.

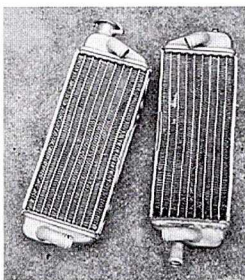
Are You Blind?

Let us ask you a personal question: Are you losing your eyesight? Don't worry, we're not going to make fun of you because we are too. Ask any eye doctor and they'll let you know that with few exceptions we're all going to need a little magnification when we get older. But it's bad enough you have to use the things to read, who wants to wear glasses when you're working on your bike? We don't, but trying to read the engraving on a set of Craftsman deep sockets was becoming impossible. So we came across these stick-on labels in a JC Whitney catalog, bought



them for a few bucks and now it's no longer a problem. You can see them six feet away! You might be able to find something similar from Sears or Snap-On, but the ones we have came from

Hammered radiators, before and after Myler's.



Whitney's, and if you don't know where to find them you haven't been checking your mailbox. Don't they ship those catalogs to everybody?

And Don't Forget It!

Reader Guy Hanou sent us a note reminding us that when you do a clutch job (Replacing a Clutch, April '99) you should always soak the new clutch plates in oil before reassembling the clutch. Yes, oil does migrate into the clutch, but it does it so slowly that by the time you've finished your first ride you've glazed all the new friction plates from lack of lubrication, and might as well throw them away for all the good they're going to do you. We thank Guy sincerely for his reminder, and swear we knew that, we just forgot....

Ride the Cord

The Steel City Riders sent us a note last month to remind us that the legendary Corduroy Enduro is happening on the weekend of September 25th and 26th. We've heard great things about the Cord for years, but still haven't made it up there. We have plenty of excuses, but you don't. You should ride the Cord, it's the premier Canadian enduro, with a long list of famous winners since 1953, including John Penton, Kevin Hines, and Matt Spigelmyer. This year they are advertising two different loops, one more challenging (sounds like the old Corduroy), and one more "user-friendly" for newer riders. You can get more information on the Internet by finding a link on the ECEA News page of the ECEA Web site (www.ecea.org) or by calling John Broadhead at (905)662-1370. The address for entries is Steel City Riders, 30 Wingfield Place, Hamilton, Ontario L9C 7G1 Canada.

Nevada 2000

Hold onto your hats, there's going to be another Nevada Rally. No, Not another Acerbis rally in Nevada, this is a special race called the Millennium 2000, and it will be a 2000 mile, six day race around Nevada, very similar in

Space-Age Enduro

The big innovation at the King Philip enduro this year was a bar-code scoring system, tried out for the first time by the King Philip Enduro Riders. The enduro was conventionally scored with paper cards, but at the same time a computer-printed bar code was scanned of the helmet every time a rider came into a check. The KP Riders did all this as a dress rehearsal for the real thing, and though the system worked well for the most part, they learned a few things along the way. The one major problem they had is that the code scanners couldn't accurately read the bar code in full sun. "It's an easy thing to remedy," said Joe McLaughlin, speaking for the club, "It's an enduro, we could put checks anywhere. We know now that when we do this again we have to keep the check crews in full shade or rig a tarp to throw a shadow on the helmets. The next time, we looking forward to an all-electronic event." What's the advantage to such a system? Fast scoring. With the software the club has written to tabulate all this data, the final scoring could be done and ready to print out five minutes after the last check crew comes in.

Gordon Razez gets scanned at the KP.



parts to the original Nevada Rally, of which the publisher of this mag has very close experience. It will happen a year from now, with racing from July 9, 2000 through July 14. If you think one year is too soon to be thinking about it, better think again. We predict it will

take that

close to get prepared and get in shape for it! We'll tell you more about it as the date gets closer, but until then more information is available from Best in the Desert at www.bitd.com, or by calling them at (702)457-5775. ↑

The Old Days

You know what we do in the magazine business when we have a little space to fill and no more imagination left? We drag out a few old photos and get nostalgic. Clockwise from bottom: Bert Guerrette and sponsor Al Zitta, back when Bert was NETRA Champion (with Fred Burnham mugging in the background); Australian U.S. hare scrambles champ Geoff Ballard and Johnny Martin work on a Can-Am fork back in 1985 at the Big Bear 100-Miler; and Tommy Norton after winning the Blackwater 100 on Father's Day in 1990. Nobody in West Virginia had the faintest idea who Tommy was on that day; it was a hoot!



RIDE WHAT WINS

Photo: Mario Marini



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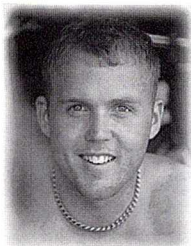


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125 World Champion Alessio Chiodi
in AMA action earlier this year

by Mike Lafferty



Clearing a Rock Ledge

This one will be short and simple. Last month we talked about aggressive riding techniques, and this falls right in line with that same philosophy. When you're riding in rocky areas, sooner or later you come across a rock ledge or band sticking out of the ground. When you see it coming up it looks like a high curb right in your way. If it is only curb height, or less than eight inches, then just ride over it and be on your way. No problem here.

But what happens if it's a real ledge, maybe a foot and a half high or even more? You know if you hit it with your front wheel on the ground you'll stop dead, go right over the bars, and maybe crush your front wheel. None of these things are desirable. What you want to do is avoid the fate of all the guys scattered around

over it your old way, whatever it takes to get you comfortable with this ledge, because you're going to be hitting it pretty hard once we get started.

Okay. Back up, and then start riding toward the ledge at a slow to normal speed. If you don't do anything you can see you're going to hit it and crash, so this is what we're going to do. As you get closer stand up and load the front end, then when you're about a half bike-length away you're going to get off the brakes, pull back on the bars and gas it. That's right, you want to wheelie into it, but not over it. You want to pull the front wheel up high enough to kiss the top edge of the ledge, like the top two or

"What you want to do is avoid the fate of all the guys scattered around who just crashed trying to get over it."

who just crashed trying to get over it. It's easy, but you have to have a little faith and a lot of aggression.

Find a ledge to practice on. The height and shape of ledge we're using in the photos is ideal—about a foot and a half tall. You'll follow arrows over ledges bigger than this, but you can develop the basic technique on something fairly small and use it on anything that gets in your way.

To start with, pick your line and ride off the ledge a couple of times, so you're familiar with it and not intimidated by it. You can even try getting

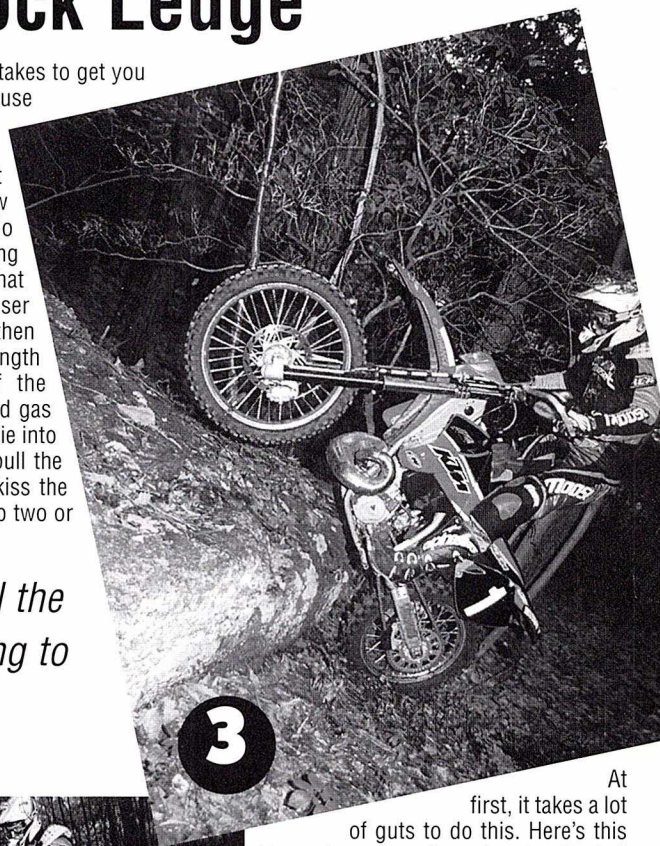


1



2

three inches of it. When you do that, the front tire's impact with the rock is going to bounce you even higher into the air. As soon as you hit and bounce, you want to chop the throttle, so that momentum carries you up to the rock. Don't even think about touching the brakes—your momentum and engine inertia are going to force your rear wheel to climb up and over the rock, and you'll be done.



3

At first, it takes a lot of guts to do this. Here's this big rock, and you're going to attack it and wheelie into it. It would be a crazy thing to do if it didn't work so well.

When your front wheel kisses the rock the front end comes up high. The reason you want this is so your pipe and frame easily clears the face of the rock (see the pictures). If I just wheelied into the rock I'd smash in my pipe and frame rails because I probably wouldn't get the bike high enough. Hitting the front tire bounces it just as high as you need.

The you chop the throttle, which does two things. It stops the forward climb of the front wheel, and also slows the back wheel down so that it can contact the rock and ratchet right up it like a gear on a cog. If you hit the rock with the rear tire spinning, chances are very good that you'll just spin, stop, and fall back down the ledge. The key to success on almost any rock surface is to watch the way you work your back wheel. Get the back wheel spinning—or sliding—and you're out of control, guaranteed.

Practice this on a small ledge, hitting it dead on. You can even practice it on a soft dirt ledge—the traction isn't as good but the principles are the same. Later you can graduate to larger ledges and hitting them at an angle—very tricky because you really have to watch your throttle to get up the face clean. But try it, practice it, and once you get the hang of it you'll find that very few rock obstacles hang you up again. ↑



Cycle Surgeon

by Dr. Steve Augustine,
Philadelphia College of Osteopathic Medicine

Dog Days and Dehydration

It's that time in the season when the temperatures rise and even a race in Connecticut can feel like riding in the Mojave Desert. It's also a perfect time to talk about how the adverse environmental conditions at this time of year can cause some major problems during a race, mainly dehydration. Exercise-induced dehydration is a real problem and can be avoided. Even though it can happen while you are skiing, it is more common this time of year because of the high temperatures and humidity. As the temperature and humidity rises during the summer months it becomes more difficult for your body to release the heat that is generated during a race or grueling trail ride. The goal is to maintain the body's fluid levels, which allows it to produce sweat and cool itself, preventing body temperatures that could potentially lead to heat exhaustion or heat stroke.

During vigorous physical activity, like a race, your body generates heat from all the work your muscles have to do. During a ride your metabolic rate can increase as much as 20 to 25 times the resting rate, which can cause your core body temperature to rise dramatically. The sun's heat can also be absorbed by the body, adding to the amount of heat that needs to be released to keep your body temperature stable. The ability to release this heat depends on the ability to form and evaporate sweat. Your body has many ways to release heat but when the outside temperature approaches or is higher than your body temperature (98.6 degrees F) then 100% of the heat loss must come from evaporation of sweat.

Evaporation is optimal on breezy, low humidity and cloudy days. When the sweat evaporates it transfers the heat from your body to the environment, which cools the skin. The cooled skin then cools the blood near the skin's surface which in turn cools the core body temperature. High humidity greatly reduces the ability to evaporate sweat, so even though you may be sweating like O.J. on the stand, the cooling effect from evaporation is not working. This means you're losing fluid but not heat—increasing the risk of dehydration. Athletes can lose 1 to 2 liters of sweat/fluid per hour during a ride on a hot day. This results in about 2.5 to 5% loss in your total body water per hour. A fluid loss as little as 1% is associated with an increase in your core body temperature, making you more susceptible to heat illness. A loss of 3% of body weight as sweat impairs muscle contractile activity, thereby impairing athletic performance and increasing the risk of injury.

Exercise-induced dehydration results from not drinking enough fluids to replace the fluid volume that is lost from sweating. This lowered blood volume results in less blood flow to the skin which hinders heat loss which in turn causes an increase in body temperature. The low blood volume in dehydration also decreases the delivery of oxygen to your working muscles causing early fatigue. All of this means that racing on a clear, hot and humid day makes it harder for your body to lose heat and maintain a normal temperature. Keeping your fluid volume up allows you to sweat and keep your body temperature down without becoming dehydrated.

Racing desert hare and hound races, hare scrambles, enduros, and GNCC events have some inherent problems that can lead to dehydration and heat problems. These problems include the duration of the races, the amount of gear that has to be worn, racing in the summer months and the starting times. All of

these types of races are more than an hour long, requiring the rider to hydrate "on the fly" or to take unscheduled breaks. Fortunately, hydration packs that allow riders to drink while they ride have eliminated most of this problem. But they would have to be the size of a five gallon drum to keep you hydrated adequately during an entire race. The guidelines set by The American College of Sports Medicine for maintaining fluid levels during sports activities recommends drinking 600 to 1200 ml/hour (or 20 to 40 oz/hour) during activity. This means that every 15 to 20 minutes you should drink 5 to 10 ounces of fluid. So during a two hour hare scramble you should consume about 80 ounces of fluid. Since most hydration systems don't hold that much fluid, you aren't getting enough fluid unless you refill them during the race or take drink breaks, which no one likes to do during a race.

Other guidelines to follow for good hydration for a race include making sure to consume adequate fluids 24 hours before the race, avoid alcohol, drink about 20 ounces of fluid in the two hours before the race and drink 5 to 10 ounces every 15 to 20 minutes. The fluid of choice is water, but sometimes there are reasons for using drinks that contain carbohydrates and electrolytes. For races that last longer than one hour, drinks containing carbohydrates provide a fuel source and can help delay fatigue. Drinks with electrolytes keep your sodium level up (reducing cramps) and are absorbed by your gut quicker than pure water. For the races mentioned above I recommend mixing a carbo/electrolyte drink with pure water in a 50/50 mix. If it is extremely hot then go with a water/electrolyte mix and avoid the carbohydrate drinks. Always remember to drink even if you are not thirsty, because thirst is a poor indicator of how dehydrated you may really be.

Another problem is that the races are scheduled during the summer months when the weather conditions are ideal for dehydration to occur. Obviously, a lot of work goes into sponsoring these events and rescheduling a race is not a real option, but adjustments could be made. So when an event is scheduled on possibly hot humid days, instead of starting the races around noon they should start either earlier or later in the day to avoid peak temperature and sun exposure times, decreasing the risk of potential problems to the riders.

The amount of equipment a racer wears also makes it more difficult to evaporate sweat. The ability to evaporate sweat is related to body surface area exposed, and the less area open to the air the less evaporation takes place. If you think about it, almost your entire body is covered when all of your gear is on which decreases your ability to evaporate the sweat and lose heat. So even though your jersey is soaked in sweat you can't get rid of the heat your body is making. This causes your body temperature to rise which can lead to heat cramps, heat syncope (passing out), heat exhaustion, and heat stroke. But don't change into a dry jersey, because the wet one is still more efficient at evaporating the sweat. The dry clothing acts as a barrier preventing the air from contacting the sweat which evaporates it.

So what kind of clothing should you wear on hot days? If you can deal with the tree branch scratches and funny looks, then ride in the buff, but seriously, loose fitting pants and jerseys preferably made of mesh or some breathable material is best because it

allows air to circulate over the skin for sweat evaporation. Some riders just cut holes in their regular jersey. Also wear light colors to help reflect the sun's heat, because dark colors absorb radiation energy from the sun. Make sure you wash your gear, because dirt and oil can block the holes in the material that allows the air to circulate through.

Even though clothing may make evaporation of sweat more difficult, it does protect your skin from the sun. Since you are at risk for prolonged sun exposure and sunburn on a hot race day it is best to stay out of the sun until race time. Staying in the shade helps keep your body temperature down as well as limiting your sun exposure and the chance of a sun burn. Always wear a sunscreen of at least a 15 SPF (sun protection factor). If you are going to a race on a hot day always take a tarp or tent for shade in case there are no trees available for shade. A sunburn decreases the ability of your skin to sweat, which only makes the

"Hydration packs would have to be the size of a five gallon drum to keep you hydrated adequately during an entire race."

situation for dehydration and heat illness worse. Besides that there is the skin cancer risk from sun exposure. So stay covered.

Another way of preventing dehydration and the problems associated with it is to acclimatize your body to hot conditions. Acclimatizing your body can take days to months depending on how in shape you are. Acclimatization occurs by exercising and being exposed to the hot temperatures. Exercising in the heat should start gradually, 20 to 30 minute sessions and then work up to your desired event time. This allows the body to make changes that help the athlete to maintain a stable internal core temperature at higher humidity and temperatures allowing you to perform at your peak. This would be important if you go from a northern climate to race in the southern one without letting your body acclimatize to the change in the environment. Like heading to Florida in the spring to run the "Alligator" after spending all winter in Massachusetts. Your body just isn't accustomed to the heat.

In summary maintain your fluid levels and get out and practice in the heat. If you or someone you are riding with is having problems with the heat, get them into the shade and cover them with cold soaked towels. If possible get a fan on them as well as get fluids in them. Get to a hospital for evaluation and treatment. Just be smart; the problems with dehydration and heat intolerance can be avoided if you follow the guidelines above.

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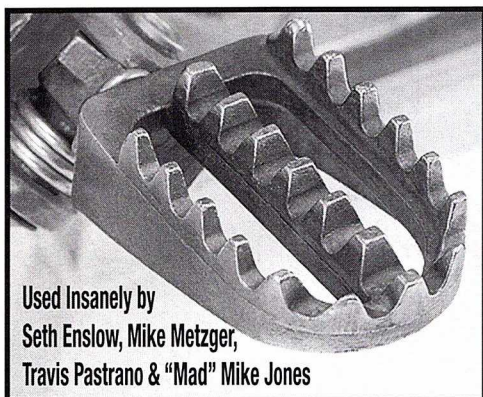


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John Monahan Enduro

Madore Smokes In The Heat

By Joe McLaughlin

Round 2, Freetown, MA 5/30

With the temperature hovering around ninety degrees and the humidity level close behind, Jerry Madore roosted his Valley Motorsports/C-Cycle/E-Line/MGH Aluminum-backed Yamaha to a one point win with a score of 36 at the Monahan enduro. Tech Tube's Bob White finished close behind with a 37. Third place overall was Paul Miliken with a 41.

Around 150 riders came to beat the heat and conquer the rocks at the second round of the NETRA Enduro Series. The Pilgrim Sands Trail Riders have worked hard to keep what few trails remain available for ORV use in the Freetown State Forest and surrounding area. While many miles have been lost in the battle, what remains are some of the most rocky, challenging trails that can be found in New England.

First-time Co-Trail Bosses Geoff Wurlitzer and Bob Edwards laid out a rocky, demanding course that began with a lap around the club's hare scrambles

loop. Former NETRA Hare Scrambles Champ, Yamaha/Valley Motorsports' Tommy Norton set the pace in the opening four-mile whooped-out section with a score of 2:09. He was followed by KTM/Razee's Jason Cayer (2:22) and series points leader, KTM/Razee's Hans Neff (2:33). 3's and 4's were the hot scores for the rest of the A and B class riders, while 5's and 6's were the time to beat for the fastest C riders.

A short reset gave some time to stay hydrated before heading into the Freetown SF for a five mile loop through some fairly rocky terrain. Norton, Neff and Miliken posted best scores through the section, dropping 4 each, while KTM/Razee's Peter Tanner, Neff and White rode through with 5's.

Four miles of time keeping led to the day's longest section. The section began with a sneaky check-in that caught more than a handful of riders who didn't pay attention on the gas line preceding the "Milk Run" section. Fast, rocky single- and double-track trail made up most of the 11-mile loop. From there, the course headed back through more rocky, muddy technical trail until it finally spit everyone out at the "Swill Hole" and

into the gas stop. Norton blazed through, dropping 4-2. Only Cayer came close with a 3-4.

At the gas stop, Norton and Cayer held a commanding lead with 12 and 13 points dropped so far, respectively. Unfortunately, Norton had to drop out with mechanical problems. Cayer set back out to the hare scrambles loop with a few points over his nearest competitor. This is where Madore decided to crank up the heat.

"I felt kind of sick in the morning, and I had some bad arm pump," stated Madore. "I hadn't gotten much rest the night before, and I almost called it quits at the gas stop." Luckily Jerry decided to tough it out, and posted some fast scores for the rest of the day, as he attempted to grind away at Cayer's seven point lead. In the second trip around the hare scrambles loop, Madore, Cayer, Rick Claxton and White all cruised through with 2's.

The next section proved to be a timekeeper in disguise. The section was run at 18 mph, and was technical enough to make you think you were late. However, a good number of riders were caught off



Left: Jerry Madore railed to the win at the Monahan enduro. Above: Bob White gets a little encouragement from brother-in-law Kevin Howley at the King Philip. Below: James Burns skips through the KP rocks on his Husaberg.



Getting the new season rockin' with Monahan and KP!

Photos by Denise Bernier and Paul Clipper

guard when they burned the check-out. Neff ruined any chance at the overall, getting caught with his second burn of the day.

Cayer and Madore cruised through the next section of nearly five miles of freshly cut trail in perfect time, dropping 0:36 and 0:37, respectively. White followed



Above: Our semi-monthly special photo of Heidi Landon, here tip-toeing through a Monahan rock garden. Below: Gene Howe slams through a wet spot heading for second place in the C Vet class.



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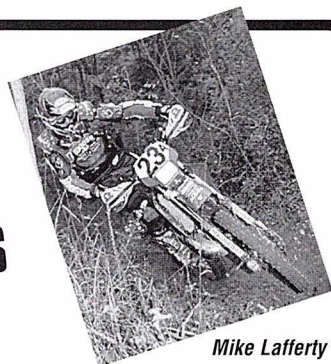
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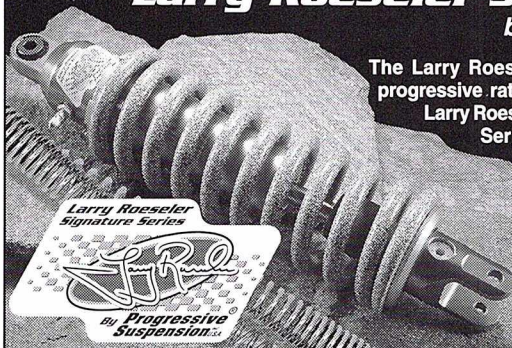


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Overall High Point

Jerry Madore Yam 36

A High Point

Paul Miliken KTM 41

B High Point

Scott Hoginski CRE 64

C High Point

Tim Baker Yam 38

AA

1. Bob White KTM 37

2. Peter Tanner KTM 42

3. Hans Neff KTM 44

A Bantam

1. Darrell Szlachetka KTM 42

2. Kevin Howley KTM 54

3. Dean Olsen KTM 60

A Light

1. Jim Robertson CRE 42

2. Mike Nash CRE 61

3. Paul Courville Yam 65

A Heavy

1. Jim Burns Hbg 44

2. Bill Drummey Hon 48

A Veteran

1. Jim Mitchell Hon 47

2. Ken Held Suz 52

3. Mike Kelley Suz 60

A Senior

1. Duncan Broatch KTM 61

2. Bob Foster Hon 71

3. Bill Johnson Hon 76

B Bantam

1. Joe McLaughlin Kaw 73

2. Ben Stadig Kaw 77

3. Anthony Fabiano KTM 44 ck.10

B Light

1. Mike Carpenito Hon 81

2. Larry Silvia KTM 53 ck.10

3. Fran Gaulin 54 ck.10

B Heavy

1. Layne Dutlinger KTM 68

2. Jim Royce KTM 50 ck.10

3. Pete Vanryswood KTM 53 ck.10

B Four Stroke

1. Rick Sagun Hon 52 ck.10

2. Rick Collins Yam 55 ck.10

3. Jim Green Kaw 55 ck.10

B Veteran

1. Tom Canesi KTM 47 ck.10

2. Richard Mitchell 57 ck.10

3. David Simmons KTM 63 ck.10

B Senior

1. Peter Anania Hon 76

2. Jeff Grant Kaw 49 ck.10

3. Ron Pratt Kaw 53 ck.10

C Bantam

1. Jeff Parker KTM 55

2. Dave Wernersbach KTM 62

3. Heidi Landon Kaw 62

C Light

1. Ted Bowyer Suz 54

2. Frank Frey KXE 81

3. Don Quinn 63 ck.9

C Heavy

1. Steve Tanzella KTM 68

2. Peter Smith 83 ck. 9

3. Scott Donahue 63 ck.7

C Four Stroke

1. David Oram Yam 69

2. Dan Noble Hon 75

3. A. Wyzkowski Hon 62 ck.9

C Senior

1. Mike Ceravolo 80

2. Kevin McKenzie KTM 81

3. Bob Drapcho Kaw 80 ck.9

Super Senior

1. Keith Goodell CRE 51

2. Paul Lussier KTM 52

3. Gordon Razee Hon 57

Masters

1. Tom Farley CRE 56

Women

1. Dawn Silva KTM 44 ck.4



Tommy Norton was running well in Monahan until he ran out of enthusiasm, and almost took the win at the King Philip.

within his minute, while Tanner and Neff dropped one point apiece.

It was in the final two sections that the tables turned for Madore. He matched scores again with Cayer, Neff, Claxton, and Husqvarna's James Kelly, who all dropped 3. Jason Cayer's rear brakes failed, however, which forced him to retire for the day.

In the final section, a nine mile section that seemed to connect one rock garden to the next, Neff did his

best to overcome burn points, leading the way with an 11 point score. White's 14, followed by a 5 in the previous section was not enough to overcome the last section charge by Madore, who dropped an impressive 12. In the end, this one point was the difference for Madore.

With Norton and Cayer having mechanical DNF's and Neff's 9 burn points, the door was left open for

Madore to take the overall. While Madore was the top placing NETRA rider at last year's Lil' Rhody National enduro, today was Jerry's first "official" NETRA enduro overall win.

"I really loosened up in the second half today," said an elated Madore. "The heat was a little problem, but I didn't even so much as drop my bike all day, so it didn't really get to me." When asked about his plans

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for the remainder of the season, Jerry summed it up saying, "If I'm in the hunt for the points, I'll keep at it. Otherwise, I'm just going to ride the events that I enjoy, and probably a few hare scrambles."

Third overall, and A High Point was earned by KTM-mounted Paul Miliken, with a 41. Only six B riders managed to finish the demanding course within their hour in the heat. Heading up the pack with a 64 point score was Scott Hoginski on his CRE. Layne Dutlinger cruised in behind him with a 68 on his KTM. In the C class, Yamaha rider Tim Baker's 38 was fast enough on the shortened course to take home the High Point. He was chased in by fellow light class rider Ted Bowyer on his Suzuki with a 54.

The Women's class was headed up by Dawn Silvia's 44 score at check 4. CRE's Keith Goodell took home the big trophy in the Super Senior division, while fellow CRE teammate Tom Farley smoked the competition in the newly formed Master's division.

The co-Trail Bosses would like to pay special thanks to fellow PSTTR members Glen Bauer, Gordie Coyle, Bruce Rocha and Roger Rodrigue for all of their help. Keep your Link Drink on ice, and your vented jersey ready for next year's ride! ↑

King Philip Grinding them down By Paul Clipper

Round Three, Wrentham MA 6/6

If you could have been a bird, and flown over the King Philip course while it was happening, you

would have seen what turned out to be an exciting race. That is, assuming a bird has a big enough brain to even grasp what was going on down there. Personally, I sometimes wonder if I have a big enough brain to understand what's happening during an enduro. Especially if I'm riding one of them.

What it looked like to us earth-bound spectators was a bunch of guys (and two hardy women) emerging at different points from the rocky eastern Massachusetts woods, panting and out of breath, and obviously looking for some kind of relief. The King Philip Trail Riders wanted to make a point of wearing everyone out, just so they all went home knowing what a nice, old-time enduro was like. Luckily, it didn't rain. Had it done so, you'd still be getting post-cards from your loved ones stuck out in the woods.

As it turned out, Sunday was a beautiful day, just warm enough so you knew it was summer, and not yet hot as blazes. The heat wave was set to hit on Monday, which it did. What the KP did have was very dry weather, which is never an ordeal in this neck of the woods. The dust was a little problem here and there, but generally you want the Wrentham area woods as dry as you can get them if you're going to try to pilot a motorcycle through them. It's those green, sweaty rocks that get you.

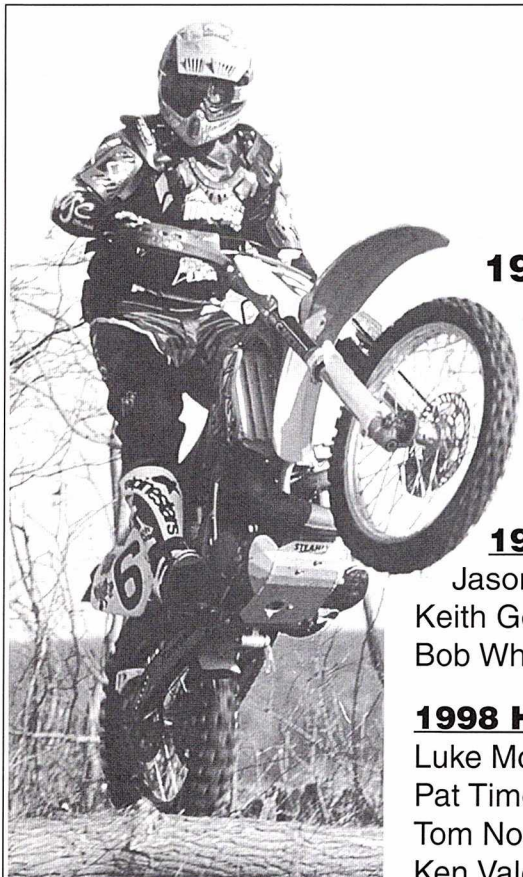
What happened on the ground was this: A "retired" Tom Norton, who swore he'd never race enduros again, came out for a fun ride and a little competition in his local woods. He was joined by the usual field of AA riders, including Jerry Madore, Peter Tanner, Bob White, Hans Neff, Rick Claxton, Jason Cayer, Luke McNeil and a host of other A, B and C class riders. Norton's presence was noted with a little concern by a



Kenny Held took second place A Vet at both Monahan and King Philip.

few, since he had ridden the Monahan enduro the weekend before and quit at the halfway point fully aware that he was well up front in points, if not leading the event outright. "I wasn't having fun anymore, and winning doesn't really mean anything to me this year," Norton said. "This is my year to chill out, work, raise a family and just have fun riding my YZ."

He started out the day on the pace, but not running away. He and Jason Cayer set fast time into the first points-taking check, both hitting it with 1:19. Staying within that two-minute window was going to be crucial to the rest of the class. Madore and Neff made it easily, with a 1:45 and 1:26 respectively, and so did



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1998 Enduro Finishes

Jason Cayer, 1st AA, 2nd overall
Keith Goodell, 2nd, Super Senior
Bob White, 3rd AA, 4th overall

1998 Hare Scramble Finishes

Luke McNeil, 1st, 125 A Nationals
Pat Timothy, 1st AA, and Gr. Champion
Tom Norton, 2nd AA, 2nd overall
Ken Valentine, 3rd AA, 3rd overall
Ken Law, 6th AA, 7th overall
Chris Panzella, 1st open, 9th overall
DJ Lis, 1st 250cc, 10th overall

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NETRA Enduros

White and Tanner, although they slid right in under the wire with 1:53 and 1:55 in that order. Everybody else in the top ranks dropped two minutes and change, while all us mortals may have lost five or six points, easily. This first section was in the Foxboro State Forest, and was mostly rocky, gnarly trails. We're told it also has fun, rocky trails as well as a smattering of rock-free sections, although we're sure this all depends on your perception.

The next section started in Wrentham State Forest, after some road connectors, and the trails were basically more of the same. The section consisted of a check-in, a check in the middle, and a check-out at the end. Norton was definitely the bossman here, with an incredible two point loss at the first check and a zero at the second. Other riders came close, but not nearly close enough. Hans Neff was the best, with a 2-2 through the section, and equal to him on points was Jerry Madore, who did the first half slightly off the pace with a three point loss, then tightened it up with a one at the check-out. The next best after that was Jason Cayer, who posted a 3-2, and the scores went up from there. White and Tanner both did a 4-3, and Claxton and McNeil got through with a 4-4, although McNeil had already burnt the first check-in of the day, and would repeat that feat twice more later on, effectively putting himself out of the running.

Following a 20 minute layover at the gas stop, the riders followed arrows on a long connector to Franklin Forest and a ten-mile section of the best trails of the day. According to the locals, this area is practically rock-free; however you can only go so fast on the trails. The KP Riders had hung the arrows tight

King Philip Enduro

Class Results

Hans Neff 21

Overall High Point

Jim Mitchell 32

High Point A

Jarred Karrath 56

High Point B

Tim Baker 30

High Point C

AA

1. Tom Norton 21

2. Jerry Madore 24

3. Bob White 31

4. Rick Claxton 33

5. Pete Tanner 34

A Bantam

1. Darrell Szlachetka 32

2. Martin Griff 43

3. Dean Olsen 52

4. Jason Rawlings 63

5. Steve Antoniou 63

A Light

1. Jerry Randall 35

2. Mike Nash 37

3. Paul Milliken 39

4. Jim Robertson 41

5. Paul Corville 44

A Senior

1. Duncan Broatch 52

2. Irving Witkop 57

3. Roger Rodrigue 59

4. Bob Edwards 65

5. Bill Johnson 81

A Veteran

1. Rich Seymour 37

2. Kenny Held 50

3. Sam Fischer 51

4. Mont Fairfax 53

5. Mike Kelley 56

A Heavy

1. Bill Drummy 47

2. A. Geraci 58

3. Bill Sironen 65

4. Jim Burns Ck.9

B Light

1. Ryan Brown 70

2. Fran Gaulin 72

3. Scott Hoginski 97

4. Peter Gravelle ck.10

5. Erik Dahl ck.10

Super Senior

1. Gordon Razee 39

2. Keith Goodell 40

3. Dave Matheson 48

4. Paul Lussier 54

5. Fred Michel 194

B Senior

1. Edward Manley 73

2. Hal Cardozo 81

3. Kevin Corbiel 89

4. Dave Geller 90

5. Ronald Pratt 90

B Bantam

1. Bob Bogle 67

2. Steven Mickels 91

3. Ben Stadig 96

4. Bob Stadler 127

5. Paul Lussier ck.8

B Four Stroke

1. Jim Green 78

2. Eric Degray ck.10

3. Kevin Howie ck.2

B Heavy

1. Austin Jalbert 64

2. Jim Royce 76

3. Pat Armstrong 77

4. Doug Simone 92

5. Dan Hayes 112

B Veteran

1. Ken Bessette 88

2. Chris Singer 104

3. George Diedrich ck.10

4. Jeff Bertocchi ck.10

5. Todd Jones ck.8

C Light

1. Bob Holahan 68

2. Don Quinn 92

3. Ted Bowyer 128

4. Jon Walsh 92

5. Dave Smith ck.7

C Bantam

1. Lantz Cook 47

2. Daniel Webster 58

3. Scott Lussier 72

4. Todd Nascimento 80

5. Fran Kaess 92

C Senior

1. Charlie Kennedy 75

2. Bob Diapcho 77

3. Mike Bernier 92

4. Michael Auger 97

5. Chris Arpine 121

C Veteran

1. David Gargiulo 57

2. Roger Kent 70

3. Lenny Collins 71

4. Robert Kelliher 80

5. Peter Rainone 84

C Heavy

1. Steve Tanzella 54

2. Ken Fortier 57

3. Alex Ernst 64

4. Bruce Clomey 75

5. Jeff Clark ck.9

C Four Stroke

1. Jamie Bennett 45

2. Peter Rossi 51

3. David Oram 59

4. Dan Noble 65

5. John Davy 66

Women

1. Bev Simcock ck.4

2. Lynn Singer ck.2

enough that in the 24 mph section the best possible score was set by McNeil, with a 3.45, although he once again burned the check-in, negating much of an advantage to the low check-out score. Hans Neff set the fastest "clean" time, with a 3:54, just making it

under the flip to avoid the four that Norton and Madore picked up. Five and change was set by the other four guys we've been talking about so far.

Another long connector brought everyone back to the second gas stop at 73.8, and then a shorter con-

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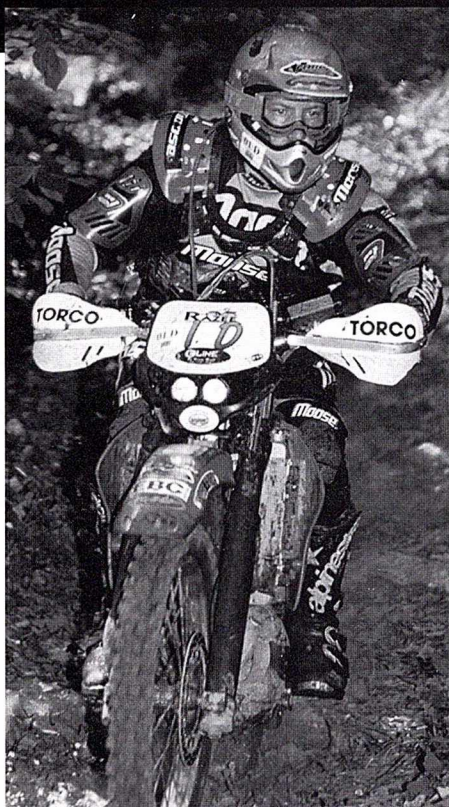
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Hans Neff took the overall win at KP, and third AA at the Monahan.

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nector carried them to Plainville and the final sections of the day. In here they found very rocky trails, including some fresh cut on private ground that tested their navigational skills. They also found an outlet mall if they took the time to look around much. The C riders were cleared out after the first check in this section, while the A and B riders suffered through two back-to-back checks that took a bucket of points. The best scores through were a 3-10, set by Hans Neff, who seems to warm up towards the end of a ride and start really pouring it on. Norton could only manage a 3-11, which was still excellent, but only enough to tie the two riders up for overall points—21 to 21—and at the finish careful work with a calculator would give the overall win to Neff on his KTM.

By contrast, B High Point rider Jarred Karrath dropped a 6-22 in the last two checks, while High Point A winner Jim Mitchell did a 4-14. The top C rider, Tim Baker, took a nine point score at check number ten, before being headed back to the finish.

The King Philip Trail Rider tried out something new at the KP, namely a bar-code scoring system that has great potential. They supplied everyone bar coded numbers for the event and had checkers armed with hand-held scanners at each check. This was the first time this sort of a system has been tried at a NETRA enduro, and it seemed to work well, although the club reported the scanners have trouble "seeing" the bar codes in direct sunlight. It was only a test, though, and they also had the foresight to use scorecards and score the "old fashioned" way at the same time, and they had the manual scores posted with typical promptness after the finish. They plan to work the bugs out of the computer scoring system and hopefully soon have it available for other clubs to try.

The day went well, and though everyone was fairly well beaten up afterwards (except us spectators) they all had to admit it was a classic rough enduro. A job well done for the King Philip members once again! ↑

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1999 HUSQVARNA

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If 1999 is to be the comeback year for Husqvarna here in the United States, then the redesigned '99 250 could certainly be called its comeback flagship. Sporting an all new motor and revolutionary Marzocchi upside down fork, '99 Husky 250s are making a splash on the scene both locally and internationally. On the home front, defending ECEA enduro and hare scrambles series champ Fred Hoess inked a deal with Husqvarna USA to ride the 99s and has done little more than overall just about every event he's entered. Across the pond, Brit Paul Cooper is stirring up a fuss in World MX Championship Series aboard Husky CR250, while a 26 year old Australian named Stefan Merriman is absolutely ripping up the World Enduro Championship Series. Merriman overalred back-to-back-to-back enduro rounds at Llandovery, Wales; Brioude, France; and Bergamo Valley, Italy, aboard a '99 WR360, which shares legs and chassis with the 250. In addition to Hoess's factory sponsorship, we're starting to see more than a few other East Coast riders on the start line and competing successfully aboard the Italian brand. From Amateur to Expert the '99 Huskys, and the 250 in particular, are definitely earning the grades.

Husqvarna's '99 250 is by far the most changed in many years. With a new long stroke motor, shorter

chassis and sweet fork, this quarter-liter mustang has the guts to leap ahead of earlier models and the competition. The motor itself is new from stem to stern. Redesigned cases surround a new five speed tranny and beefed up clutch assembly with nine clutch plates. There's a new top end and redesigned exhaust valve assembly that adds two boost valves to a KTM-like main flapper valve for better power delivery. The old Mikuni TM38 carb has been replaced with the newer TMX 38.

Of course there's new plastic and graphics, a return to the more sedate white/yellow/blue color schemes of years past. Naturally, the WR250 comes fully enduroized with a mechanical odometer and lighting kit that includes a trick dual beam headlamp and unbreakable rear tail light lens, driven by a massive 130 watt lighting coil. The WR even gets a longer front brake hose facilitating its routing around the headlight and handlebar-mounted time keeping equipment. Fact be known, the '99 WR250 includes the whole gamut of neat features we've come to expect from Varese. No corners cut here.

Powerplant

It's a toss up as to whether the new fork or new motor makes the bigger splash in '99. Certainly Husky 250s have never been slugs, however, this year's

motor upgrades impact the pilot in some very tangible ways. First of all, firing up our WR250 tester leaves little confusion that this is an off-road bike. It provides a prototypical woods power band that is controllable off-the-bottom with a manageable midrange punch. This "low range" makes it easy to power through technical obstacles without excessive wheel spin. It will tractor up the gnarliest rock-strewn incline or slick

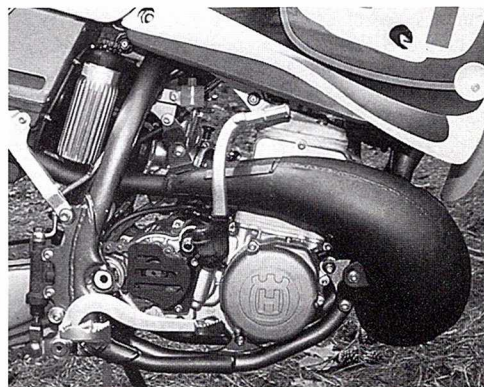
From Amateur to Expert the '99 Huskys, and the 250 in particular, are definitely earning the grades.

clay embankment. And rest assured, when things open up, there's plenty of motivation on tap that will break traction, spin the back tire and/or wheelie as soon as the power valve opens.

Perhaps the best motor feature though, is the ease in which power may be regulated using the new clutch assembly. The '99 WR250 has absolutely the lightest pulling 250 clutch we've ever tugged, Japanese motocrossers included. Pull is lighter than many 125s, and engagement is smooth and consistent. Stays that way too, in spite of our worst. Excellent action, and with a nine plate system it should provide extended durability as well.

Fuel metering is accomplished by a new player, a Mikuni TMX 38mm carb, superceding the TM model used in previous years. The most notable differences between the two are that the TMX has four vent hoses (all routed downward), versus the two found on the older TM carb. Additionally, the TMX idle adjustment demands the use of tools due to its screw and locknut design. Stock jetting for the carburetor included a 400

The secret is in the sauce. The Husky 250 engine makes some of the sweetest power you'll ever need. The new Mikuni TMX carb is a little confounding due to hard to find jets, but that situation will change.



WR250

By Mark Uth

main, J8-6DJ8-60 needle with its clip in the 3rd groove, 35 pilot, 4.0 slide, and air screw 1.5 turns out. During our first ride, it seemed that jetting was a little fat, however, this was the result of an improper carb float level. Once we corrected that, jetting was clean (at sea level with temperatures up to about 65 degrees). As temperatures have heated up this summer, we've considered leaning things out a step or two. Fortunately, the Husky owners manual provides a comprehensive jetting chart of changes by temperature and elevation. Regarding carb vent hoses, we re-routed two of them up beneath the fuel tank to improve breathing during water crossings.

On the back side, a painted steel pipe is mated to the common Husky alloy silencer with steel end caps. The thin-walled pipe is perhaps the flimsiest expansion chamber we've ever encountered and extremely susceptible to trail damage. Compounding this, when the right side of the pipe gets bashed in, it usually comes in



Fred Hoess's WR250

Fred Hoess is campaigning a couple of '99 Huskys this year, sponsored by the North American importer Husqvarna USA. Not surprisingly, he's wasted little time proving that the WR250 is a more than capable mount with the capacity to win at the highest levels of competition. Having just finished a very successful season aboard Suzuki, Fred draws many of his impressions and comparisons to that brand. "The '99 Husky's still feel different than Japanese bikes, ergonomically speaking. Not bad, just different," Hoess mused. "It's a little wider in the midsection, with differences in seating and foot peg positioning. Some Japanese bikes are actually too slim these days—making them harder to hold onto with your knees. Husqvarnas are unique in their own way, but the package really works. You know it's capable of working real good, just look at the results in Europe and elsewhere. You've just got to give them a chance."

Fred is running a virtually stock motor in his WR, the only upgrade being replacement of the stock pipe with an FMF unit. In conjunction with FMF pipe, Hoess runs 100 octane race fuel and has dropped the carb's jet needle one notch to compensate. "The 250 Husky engine is phenomenal," Hoess explained. "With last year's bike (RM250) I spent seven months changing porting, pipes, reeds, etc., before it was really where I wanted it. This year, the WR250 motor was good to go practically right out of the box."

One of the most pleasant surprises in Freddy's mind has been the performance of the WR's suspension, particularly the new Marzocchi fork. Fred's suspension has been personally tuned by Drew Smith at Works Enduro Rider (WER), adjusting valving and spring rates. Regarding the results, Hoess said, "The fork is awesome. It manages to soak up things that I have no business hitting. It's saved my butt a bunch of times. Drew really knows what works me."

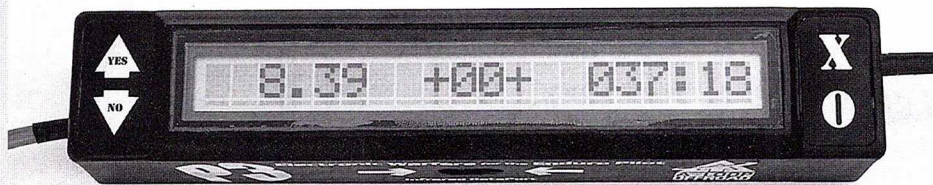
We asked Fred if he had any complaints about the bike, and one of the things he cited was stock gearing. "I replaced the stock 48 tooth rear sprocket with a 52 tooth cog to tighten up gearing. After I did this I found that I had to add a link to the chain in order to maintain the wheel base," Fred asserted. "Without the added link, I thought that the bike was too short." Another area of concern was the stock expansion chamber. "I crushed my pipe (FMF unit—ed.) real good at the Ridge Run Enduro," said Hoess. "It was mashed in flat up against the frame and water pump hose, and I knew if I continued I'd probably ended up frying the motor."

Fred's success with the Husky could perhaps be tied to his previous history racing Huskys in the early '90s. This has certainly reduced his learning curve and no doubt cemented a positive attitude regarding the bike's potential. "My ('98) Suzuki was excellent," Fred synopsised, "so I didn't have any overblown expectations going in. I'm happy to say that I've since been amazed by the WR250 performance. Better than last year's Suzuki by far."

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Husqvarna is either an innovator or an oddball, but the combination of a Sachs rear shock and previously unseen Marzocchi inverted forks actually works quite well.

direct contact with a radiator hose that connects to the water pump, running the risk of hose meltdown and subsequent cooling system failure. Aftermarket pipes are available from Dynoport and FMF, which are considerably more rugged than the stocker. A good sturdy pipe guard wouldn't hurt either.

Motor starting is hampered somewhat by a smallish kickstarter with an odd shape and short stroke. Sure, the WR250 is as easy of a starter as you would expect any two stroke. With a hot motor, starts with one good stab of the boot are standard. However, the funky kickstarter length and stroke makes light-offs more difficult than need be, especially with a cold motor.

The new five speed gearbox works smooth and assuredly. However, we found that the 13/48 final drive was too tall for sand and loam. This manifested itself as slight gaps between some gears when accelerating hard and traction was maximum. A couple of teeth on the rear sprocket would probably take care of this. Stock gearing proved fine, however, for more technical venues (like challenging mountain terrain) where more precise throttle control was the norm.

Suspenders

The '99 WR250 got changes to the suspension front and rear. However, the debut of the new Zoke 45mm USD fork by far overshadows the obligatory annual valving changes found in the rear. The Zoke USD fork is patterned after Kayaba units and, not surprisingly, works pretty darn good. A spring rate of 0.42 kg/mm combined with off-road valving was plenty soft enough for the rocks, yet didn't give away the farm in the high speed stuff, whether it be sand whoops or

rocky power lines. Damping adjustments, like Japanese forks, are found at the top and bottom of each fork leg (compression on bottom, rebound on top), and provided a marked difference in fork action—three or four clicks either direction was usually enough to change from one terrain to the next, or compensate for rider size and preferences.

Unfortunately, recurring concerns about Marzocchi factory quality control continue unabated. We were advised to check the oil level before riding, which we did without question, finding everything in order. However, it's probably a good idea for any new owner, even if you're sure that the dealer did so. In the past, we've found that the Zoke fork is often overfilled with oil, a condition that will quickly blow out the fork seals, not to mention scare the hell out of most riders. No wonder though, as the Husky owners manual cites a standard fork oil level height of 70mm! This seems highly questionable in our experience, confirmed by several suspension tuners we contacted. We instead used a more common fork oil height in the 100-130mm range, settling at 105mm. Another snafu, our right fork leg immediately developed an oil leak through the rebound adjuster screw in the fork cap, a commonly occurring problem with the '99 fork. This was traced to a pinched rebound adjuster sealing o-ring on which the outer edge was literally sheared off during the assembly process. Fortunately it's easily rectified without even the need to remove the fork from the bike. A replacement for the tiny damaged seal was found in our local hardware store, setting back the TR bike-test budget by a whopping 19¢.

Husky mated an improved Sachs shock to the '99 model rear suspension, one that features a rising rate linkage and factory equipped 5.4 kg/mm shock spring. Shock changes include revised valving and a longer reservoir that holds more fluid to resist fading.

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HusqvarnaWR250

Engine:	Liquid cooled, reed inducted two-stroke
Bore:	66.4 mm
Stroke:	72 mm
Displacement:	249.3 cc
Transmission:	5 speed
Ignition:	C.D.I. with 130 watt lighting coil
Carburetor:	Mikuni TMX 38mm
Chassis:	Single tube chromoly cradle with removable aluminum subframe
Front Suspension:	45mm Marzocchi USD
Front Wheel Travel:	12 inches
Fork Spring Rate:	0.42 kg/mm
Rear Suspension:	Sachs shock w/linkage system
Shock Spring Rate:	5.4 kg/mm
Rear Wheel Travel:	12.6"
Gearing:	13/48
Chain:	D.I.D. 520 O-ring
Front brake:	Brembo 260mm disc
Rear brake:	Brembo 220mm disc
Front tire:	Michelin Enduro Comp III, 90/90-21
Rear tire:	Michelin Enduro Comp III, 130/80-18
Wheelbase:	57.09"
Overall length:	84.25"
Seat height:	31.89"
Ground clearance:	14.57"
Dry weight:	224.4 lb.
Fuel capacity:	3.2 U.S. Gallons

The shock retains the same hi/lo speed compression damping feature and its inherently hard turning high speed compression adjuster knob. Fortunately a trick new tool is provided in the accompanying tool kit that comes with the bike, a small plastic wrench that fits over the serrated high speed compression adjuster knob, aiding with turning, or for keeping it from turning while twisting the low speed adjuster. Mind you that the Sachs shock worked flawlessly throughout our testing, receiving little attention once sag was set (at 100mm) and clickers dialed.

With our fork cleaned up, and obligatory clicker spinning behind us, overall action of the WR250 suspenders proved impressive. Both ends will soak up hits small and large with nary a complaint. Sure, top competitors and/or riders who ride exclusively in one specific type of terrain could benefit from a revalving (as they always will). However, for the majority of riders, both spring rates and valving are going to be fine right out of the box for racing and trail riding alike. Not surprisingly, confidence in suspension performance correlates positively with handling. Perhaps also in part due to a more traditional (read: shorter) wheelbase, the WR250 has proven a good handling platform, good turning manners and agile where need be, yet remaining stable in the high speed chop and flat out.

Chassis, Ergos and Intangibles

As far as rider interfaces go, the WR250 has top shelf hardware throughout the package. This includes tough cast foot pegs, an aluminum brake pedal, and folding shift lever. Because the shifter is positioned right next to the clutch cover, a brake snake is a definite must to prevent sticks from jamming up between the shifter and clutch cover. Mounted atop a low bend carbon steel handlebar, Husqvarna continues to use proven Domino controls that feature a quick adjust clutch perch. Neat accent, but unneeded during our testing as the clutch adjustment never changed. Like most European marques, Huskys come with venerable Brembo stoppers shod with disc-friendly organic pads. Brake action remains excellent, although accelerated pad wear is typical in wet conditions.

Rolling hardware includes burly hubs and spokes mated to Takasago Excel rims. Good stuff. Unfortunately, wheels are shod with questionable Michelin rubber, Enduro Comp III model tires, which are barely adequate anywhere. Driving the rear meat is

a DiD o-ring chain transmitting power through an alloy rear sprocket. Husky uses a time tested roller-type chain guide to keep things straight, a design that has proven effective for many years. However, the chain guide on our test bike was torqued down so tight that it was unable to reposition itself after being struck by passing rocks. The single retaining bolt should be loosened a bit to allow the roller guide some freedom of movement. Similarly, the bike's side stand is a functional design that tucks in well when in the up position. However, the kick stand pivot bolt has an "idiot proof" feature that raises the stand as soon as weight is taken off it. This proved cumbersome both on the trail and in the garage, so we replaced the pivot bolt with a plain M8 socket head cap screw.

Maintenance wise, the '99 Huskys are plenty easy to work on. Plug and carburetor access is good, allowing normal tuning and changes without extra

headaches. There's a clear viewing window in the clutch cover that eases oil fills while all suspension component pivots (swing arm and linkage) are zerk fitting equipped, aiding those lubrication chores. Regarding air filter changes, a common dual element filter may be accessed without the need of tools thanks to the quick remove saddle. Aiding any and all maintenance tasks, each Husqvarna comes with a small tool kit and excellent owner's manual that provides comprehensive specifications, tuning and adjustment ranges and maintenance instructions.

Adios

Summing up our Husky impressions, you could say that we miss the six speed tranny; like the improved bottom end of the new motor and love the new Zoke USD fork. And you could tell 'em your read about it first here in TR. ↑



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NETRA/Moose Offroad Hare Scrambles, Round 3

CATRA CLASH!

Fishouse, NY 5/16

The spring race at CATRA is usually one of the mud-di-est races of the season, but not this year. It seemed more like mid-summer with highs in the seventies and the track as dry as a bone. There was only one mudhole and the usual slime covered spectator hill was nothing but a barren rock climb. The entire track was actually nothing but rock. (I tried mountain biking it once. Not a good idea.)

It was the usual line up of races, with the Juniors and Minis taking off bright and early in the morning. The riders ran three laps of the five and a half mile track with the Langenback brothers dominating the both classes. Robert Langenback took the win in the Junior class with almost two minutes over second place Scott DeCosta. Timothy out did his brother by taking the first place in the Mini class with almost four minutes over second place Sean Mullaney. Mullaney put another five minutes on third place, Jason Johnson.

Heidi Landon has become completely unstoppable in the Women's class. Landon completed all three laps with over three minutes on second place Dawn Shayer. Shayer edged out third place Dawn Silvia by another one and a half minutes.

The Novice event took off second, with the riders running four laps in just under one and a half hours. Honda 125 rider Darren Lutz went on to earn himself his first Novice High Point. Craig

Carpenter came around second, down a minute, earning himself first place in the 125 class. Gregory Cotter was the third rider across the finish line and took first place in the Novice 250 class.

The Experts and Amateurs got underway with RER Motorcity, KTM's Josh McLevy getting the holeshot, followed by Putnam's Luke McNeil, Chris Penzella and C-Cycle's Patrick Timothy.

"I got my best start off the line, going second into the turn," said MSR, IMS, Willows Motorsports-backed Penzella. "Then all the two-strokes flew by me on



Clockwise, from lower left: Pat Timothy hung tight and won a battle with Josh McLevy on the last lap. Brian Lawson skips over a set of CATRA whoopedos; while Chris Panzella shreds a soft spot on the mostly rock course. Opposite page: Luke McNeil stayed in the lead group and finished second in the AA class, and Josh McLevy (bottom) had a last lap rock garden blow his chances for a win.



tance between them. Lawson held onto fourth place until the final lap when he got a flat tire, sliding him back to finish sixth overall for the day.

McLevy and Timothy continued to battle it out in front, swapping the lead several times for the first five laps. On the sixth and final lap, Timothy pitted. This gave McLevy some breathing room for the final lap but the two riders had been pushing it for the entire race, putting in lap times just over fifteen minutes. The fast pace and unrelenting rocks started to

the inside."

Both Timothy and McNeil passed McLevy not a half-mile into the race at the spectator hill. Now it was Timothy out in front with McNeil in second. But not half way into the lap Timothy crashed, turning over the lead to McNeil. By the time the lap was over, Timothy was back in front with McLevy and McNeil right on his rear wheel.

The three riders hung together for the first two laps. McNeil started to fall off the pace at the end of the second lap losing sight of the front runners. "I've been riding the GNCC and National events, and I'm used to going fast but I'm no longer used to riding in all the rocks," said McNeil, "and I just kept making mistakes in the rocks."

Brian Lawson soon caught McNeil on the third lap. The two riders swapped places several times for two laps until Lawson pitted on the fourth lap. This allowed McNeil to put some dis-





take their toll.

"I was battling with Timothy for the entire race and I just expended too much energy," stated McLevy after the race. "I just ran out of steam."

Timothy caught McLevy in a real nasty rock garden not two miles into the lap. The two riders ran side by side through the rocks. McLevy got crossed up right at the end and Timothy was soon gone.

"We were just full-on pushing it," said Timothy. "We were riding on the edge. I just kept thinking 'someone's going down.' I heard McLevy's bike wind out in the rocks when I passed him then I never heard him again. I let off a little after that." Timothy had backed off the gas, but not a mile later he got crossed up and crashed. Timothy pulled himself together and got going again with no McLevy in sight.

RER Motorcity, KTM, MSR, FMF, Clarkie's, Spectro, Scott, Arai, ProClean 100 backed Timothy went on to

"The entire track was actually nothing but rock. I tried mountain biking it once. Not a good idea."

take his second overall victory for the year with a minute and a half over second place McLevy. McNeil ran the last two laps without any competition from the rest of the pack, taking third for the day.

Penzella worked his way from eighteenth place, due to a first lap crash, to take fourth overall for the day. "I just picked my way through the pack," said Penzella. "My bike just chewed them up in the rock gardens."

Penzella finished just a minute ahead of the fifth place finisher, Nathan Kanney. "It took me an entire lap to pass Kanney. He was flying," said Penzella. "But it worked out better that way. He had some really good lines."

Along with finishing fifth overall, Kanney earned

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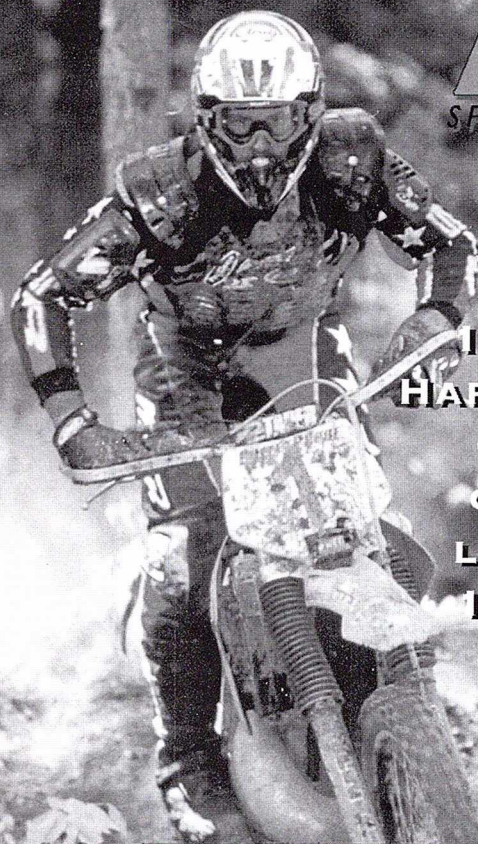


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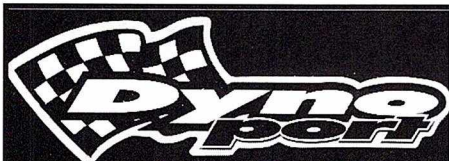
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CATRA Hare Scrambles

Patrick Timothy KTM

Overall Highpoint

Nathan Kanney Suz

A High Point

Larry Silvia Kaw

B High Point

Darren Lutz Hon

C High Point

AA Class

1. Patrick Timothy KTM

2. Josh McLevy KTM

3. Luke McNeil Yam

4. Chris Panzella Yam

5. Brian Lawson Yam

Junior

1. Robert Langenback Yam

2. Scott DeCosta Suz

3. Michael Cimochawski Yam

4. Patrick Corcoran Yam

5. William Rowe KTM

Mini

1. Timothy Langenback Kaw

2. Sean Mullaney Kaw

3. Jason Johnson Hon

4. Paul Dellaghelea Kaw

5. Matthew Forrest Kaw

Women

1. Heidi Landon Kaw

2. Dawn Shayer Kaw

3. Dawn Silvia Kaw

4. Tina Biello Kaw

Novice 125

1. Darren Lutz Hon

2. Craig Carpenter Yam

3. Patrick Corcuran Yam

4. Sam Collier Yam

5. Jeffrey taranavich Suz

Novice 200

1. Jared Wheelock Hon

2. Stephen Sherman Kaw

3. Todd Harris KTM

4. James Menard KTM

5. Chris Walsh KTM

Novice 250

1. Gregory Cotter Suz

2. George Jordan CRE

3. Dean Young Hon

4. Dennis Carr Hon

5. Randy Quitt Yam

Novice Open

1. Timothy Morin Hon

2. Liam Zibell Kaw

3. Peter Smith KTM

4. Edward Ilves KTM

5. James Ciarlo Hus

Novice Four Stroke

1. Andy Worrall Hon

2. Mike Marvin Hon

3. Jamie Bennett Kaw

4. Timothy Diggins Yam

5. Chris Nicholas Yam

Novice Vet

1. Wade Rahmlow Kaw

2. Michael Litwin, Jr. Kaw

3. Marc Masone Suz

4. Don Quinn Hus

5. Thomas Cooley KTM

Novice Senior

1. Charles Kennedy Suz

2. Robert Geiger Hon

3. David Townsend Hon

4. Eric Murray Hus

Super Senior

1. Thomas Simeon Kaw

Masters

1. Tom Farley CRE

Amateur 200

1. Mark Griffin Hon

2. Robert Maxon Hon

3. Casey Griswold KTM

4. Jarrad Ings Hon

5. Jason Vayo Hon

Amateur 250

1. Keith Bonney Hon

2. Ryan Jump Kaw

3. Jesse Trudeau Kaw

4. Steven Poplasky Hon

5. Chris Chasse KTM

Amateur Open

1. Austin Jalbert CRE

2. Craig Kuzia, Jr. Hus

3. Michael Bates Hon

4. Doug Foy Hon

5. Dan Hayes KTM

Amateur Four Stroke

1. James Simonds Yam

2. Jim Green Yam

3. Brian Sebben Yam

4. Jason Charbonneau Hon

Amateur Vet

1. Larry Silvia Kaw

2. Dale Wager Yam

3. Nick Hathaway Kaw

4. Jim Anello Hon

5. David Bonsall Kaw

Amateur Senior

1. Dan Murray Kaw

2. Pat Fogarty Yam

3. Richard Merrill Yam

4. Steven Zdon KTM

5. Roger Schultz Kaw

Expert 200

1. Denny Anderson Yam

2. Kris Mooney KTM

3. Everett Mainard Yam

4. Steve Formanek Hon

5. Jim Senecal Yam

Expert 250

1. Nathan Kanney Suz

2. Jeffrey Staples Yam

3. Bob Simeon Hon

4. Chris Cramer Kaw

5. Josh Mckett Yam

Expert Open

1. Anthony Gerori KTM

2. Pete Burne Yam

3. Dan Olson Kaw

4. Robert North Yam

5. Sean O'Donovan Kaw

Expert Vet

1. Mark White Suz

2. John Brown KTM

3. Martin Griff Yam

4. Martin Mears KTM

5. Thomas Roe Kaw

Expert Senior

1. James Price Yam

2. Chris Fahan Hon

3. Robert White Hon

4. Steve Formanek Hon

Expert Four Stroke

1. Mark Burdick Hus

2. Chris West Hon

himself the Expert class High Point. The second Expert across the line was Denny Anderson, taking the Expert 125 Class win, with Kris Mooney finishing second in the 125 class.

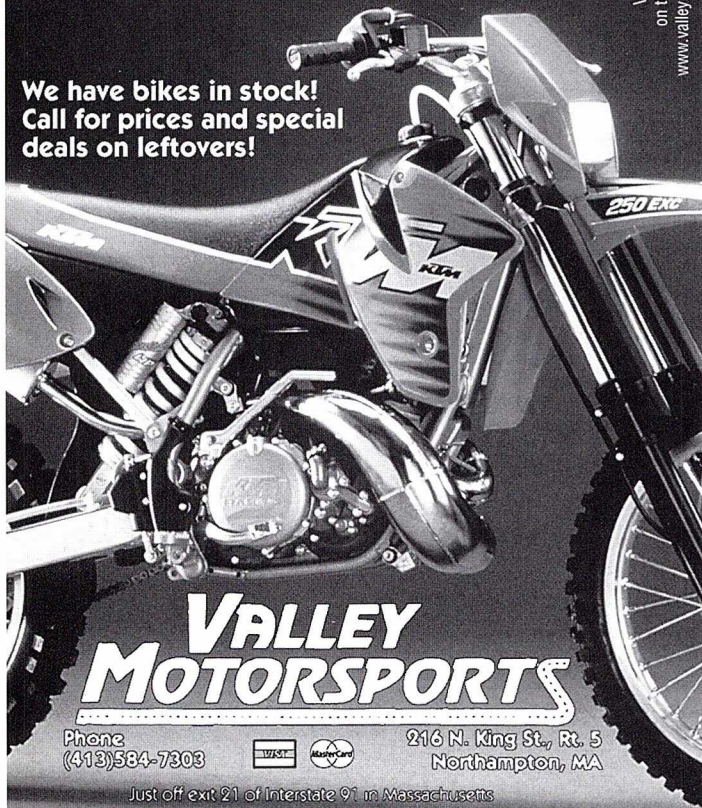
The Amateur class overall went to Vet rider Larry Silvia. Silvia edged out 125 rider Mark Griffin by four seconds, leaving Griffin to take first place in the Amateur 200 class. ↑

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C-Cycle Marzocchi Cartridge Rod Kit

How to Kayaba-ize your KTM forks

By the Trail Rider Staff

Go to any eastern enduro or hare scrambles event and right away you'll notice exactly how popular KTM motorcycles are in this part of the world. KTM has put on a serious push in the last ten years or so, an effort to increase their market exposure and a huge effort to advance the technology edge of their off-road machines. They've succeeded admirably at both jobs. If KTM motorcycles are not at the absolute cutting edge of technology, they are right up there with all the best, that's for sure.

One part of KTM's technology push a few years ago was to switch to Marzocchi conventional-slider forks. This was as much a marketing decision as anything else, since at the time Motocross Action magazine was ballyhooing Marzocchi forks as the best thing since knobby tires for dirt bikes. KTM customers took the new bikes and liked the forks as well—initial impression was that the Marzocchi forks were much "plusher" than the WP forks of the previous years. We tried the new bikes, at the time, and admitted that yes, they were plush, but we didn't like the Marzocchi forks in general. We found we could get them to respond over maybe one type of obstacle, but if the terrain changed during your ride you wound up with forks that were generally unresponsive.

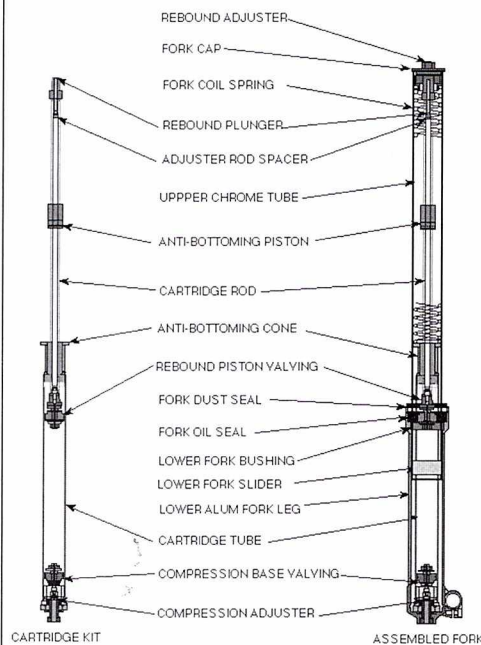
This wasn't much of a surprise, since the Marzocchi forks use what you call a position-sensitive damping system; in other words, the forks vary their damping

characteristics according to the position the damper rod is in inside the forks. If you're close to bottoming, the damping is stronger. If you're all the way up at the top of the stroke, the damping is soft—very plush. Since the damping force is all relative to how far the wheel has traveled, you can set these forks up for whoopedos—or your basic motocross track, as Motocross Action found out—and they work pretty well. However, if your track wears out and develops square-edged holes, the forks slam you around like a prize fighter.

Position sensitive damping isn't new. It's been around since the first dirt bikes—the original Ceriani and Marzocchi forks used that kind of scheme, and so did the original Japanese bikes. The giveaway characteristic of a position-sensitive damping system was a damper rod with bleed holes all along its length—we used to joke that they looked like flutes. Well, the modern Marzocchi forks are doing nearly the same thing, only they're doing it inside a cartridge body inside the fork leg. You can tune them fairly well with a careful choice of oil viscosity, but they're never going to react in changing terrain as well as true speed-sensitive cartridge forks.

Speed-sensitive damping is just that, damping control that varies according to the traveling speed of the damper pistons, or, in the case of a com-

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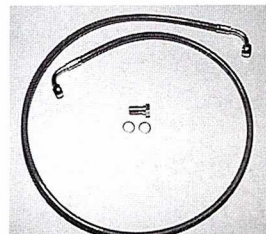
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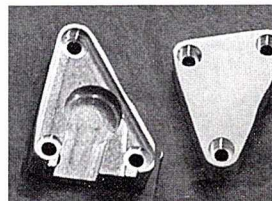
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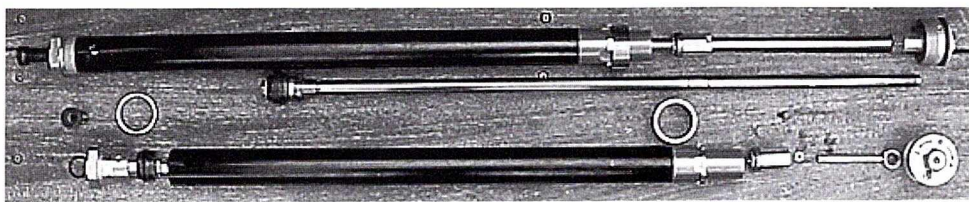
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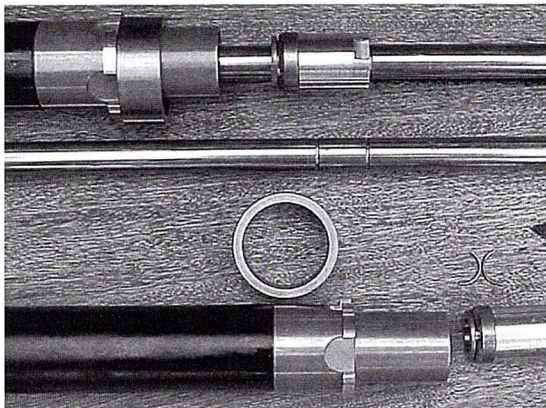
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The Kayaba internals are modified to fit inside the Marzocchi package, and then further modified according to C-Cycle's valving experience and rider preference. At right is a close-up of C-Cycle's proprietary anti-bottoming cone system.

pression damper stack at the bottom of a fork leg, which isn't exactly "moving," varies according to the force of the oil pushing against the valving. The damper valving inside the fork is made up of a combination of precision shim washers or various thicknesses and sizes. Imagine a stack of shims covering a hole. If you push them all out of the way at once the hole is big and the oil flows freely. If you stack them up in a cone shape they don't all move at the same time. The edges of the biggest shim at the top of the stack move first—you have a small "hole" and a lot of damping effect. Hit the shim stack harder and more of them move out of the way—big hole, more bump absorption without the fluid hydraulically "locking" on you. The shim stacks don't care what position they're in, they react to the speed of the hit.

The main advantage of this speed-sensitive damping system is that you can valve the suspension to be as plush as you can stand, but if you hit a square-edged bump the forks will still absorb it without hammering the rider. You can set up speed-sensitive forks to work in all conditions, while position-sensitive forks—like the Marzocchi—are never going to be



exactly right, except over a narrow range of terrain and conditions.

How can you change this? Well, we didn't think there was a way, until recently we were able to try out a cartridge rod replacement kit offered by C-Cycle Suspension (12 Davidson Road, Colchester, CT 06415; 800-867-6721). What C-Cycle does is replace the entire Marzocchi cartridge rod with a set of modified Kayaba internals, essentially transplanting an entire speed-sensitive damping system into the formerly position-sensitive forks.

We had a perfect candidate for this operation: our

1999 KTM 200 MXC with 45mm Marzocchi forks on it. We wrapped them up and sent them to C-Cycle, and let them perform their magic on them.

Along the way we learned about another Marzocchi problem. As it turns out, the Marzocchi lower fork legs are made out of raw aluminum. The black coating may make them look like they're anodized or hard-coated in some way, but they're not. That's black paint on the outside, and soft aluminum inside—this is why the fork oil comes out looking silvery all the time. The lower fork bushing is scraping against soft aluminum all the time, and Craig Seekins, owner of C-Cycle, told us that's where the worst problem with Marzocchi forks comes from. If you don't change your oil all the time, and keep a close eye on those bushings, you can easily wear out the inside of the aluminum fork leg, or even cut a deep groove into it from grit or the edges of the bushing. Once you wreck the inside of your fork legs, there's nothing you can do to make the forks work right, save buying a new set of fork legs.

So what C-Cycle does is clean the fork legs all up, strip the paint off of them, and send them out to be hard-coated. "Once the hard-coat anodizing is done, the forks won't be trying to tear themselves apart all the time. You won't get the aluminum shavings in your oil, which means your valving won't get clogged up with aluminum and change the damping action, and basically the forks will last a lot longer and work more consistently," Seekins told us. "I recommend the hard-coating to all owners of Marzocchi forks, even if that's all they do to them."

So we didn't get into watching every step of the operation, we just sat here and waited for the box to

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The KTM forks finish up looking identical, but nearly everything inside is changed—for the better.

arrive, which it did in a week. Our forks were now anodized inside and out, and they looked great. Slap them on the bike and take them riding, and that's what tells the tale.

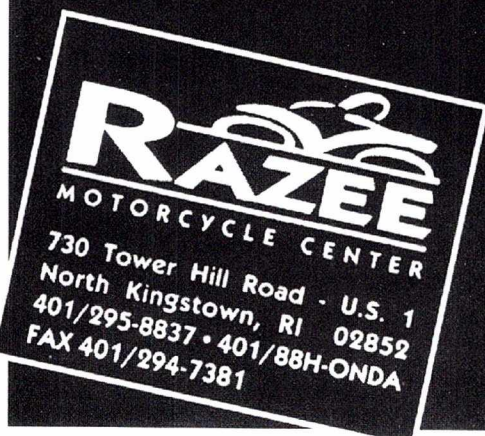
We could feel the change in damping characteristics right away. The stock Marzocchi forks are legendary for their "hitting the wall" feeling about three-quarters of the way through the travel, and right away we could tell that was gone. Overall the damping felt more refined in the modified forks; like there was a lot more happening in there. You can feel it, comparing the stock Marzocchis against any speed-sensitive fork. You can feel the effect of low speed damping, then high-speed depending on the bumps you hit. Also, on the C-Cycle forks we were using their anti-bottoming piston along with the internals, and it's uncanny feeling the forks just gently bump to the bottom on a nasty square-edged hole, rather than clank into it like the stockers. Very nice feel.

For adjustability, the C-Cycle modified forks have a 22 position compression adjuster in the bottom of the fork leg, and a 22 position rebound adjuster in the cap. This is in both fork legs, remember, not like the stock Marzocchis, which have compression damping internals and adjustment in one leg, and rebound hardware and adjusters in the other.

Overall the C-Cycle forks are about a thousand percent improvement over stock, which it should be, because it's not a cheap modification. Having the C-Cycle kit put in is basically the same as changing to a pair of very highly modified Kayaba forks, and if you think of it that way then the price isn't bad at all. This way you can still use your front wheel, the handlebars you like (say, if you already have a Pro-Taper kit), and basically keep your bike as stock-looking as possible. All that's noticeable is the anodizing on the fork legs and the vastly improved feel as you jam down the trail.

C-Cycle's Marzocchi Cartridge Kit is \$399.95 in its basic form. The cartridge kit with optional anti-bottom system is \$499.95. All Marzocchi forks need to be hard-coat anodized before installation of the kit, which will cost \$130 and includes cleaning and removal of the stock paint. Labor charges and whatever hard parts you might need also apply, the best thing is to call C-Cycle and have them price it all out for you.

We'll be the first to admit that this kit isn't for everyone, but if you want your Marzocchi forks to work far, far better than they do now, this is definitely the way to go. ↑



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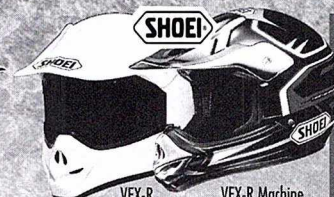
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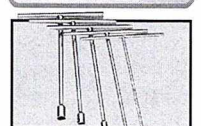
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ON THE R

Pine Hill Enduro

Breaking out of the back of the pack....

By Mark Uth

Round Five, Lebanon State Forest, NJ 5/2

Last minute entry Rich Lafferty (KTM) used a back-of-the-pack, row 98 seeding to earn top honors at the Pine Hill enduro. In a race decided in a lengthy ignorant tight section run late in the day, the Bromely KTM, MSR, Enduro Engineering, Novacare, Arai sponsored rider made the most of trail groomed by the nearly 400 bikes that preceded him, managing to shave a point at the second of a series of three back-to-back-to-back checks. Rich finished the day at 11 points down. "Dude, running a late number today was almost an unfair advantage," Lafferty said. "Sure slower riders are an obstacle that has to be overcome, but it's good practice for hare scrambles where they don't always move over anyway." The defending ECEA enduro series #2 plate holder, this was Lafferty's first enduro of the '99 season. "I'm concentrating on GNCCs this year and the ECEA hare scrambles, when there's no conflict," Rich explained. "Today, I just decided to come out and have some fun, break things up a little." No doubt, top billing has a way of upping the fun factor.

Always a tight scoring event, Lafferty bested a trio of twelve point cards turned in by the usual suspects. Matto Cycle sponsored Bill Atkinson (KTM) led this crew with the best emergency points tally, dropping 12/730 to earn second overall and a first place AA class trophy. XR600 stalwart Bob Bennett came in a few ticks behind at 12/752 for the final podium posi-

tion, while KTM 125 rider Kevin Bennett (Fairway KTM/Honda, WER, SRC, Maurtco Powder Coat, Hartem Welding) dropped 12/1025 for fourth overall.

Great weather with sunny skies and seasonal temperatures that topped out around the 70 degree mark made for a great day in the saddle. That, combined with Pine Hill's legendary reputation as a nice, easy ride contributed to a big turn out for the event. Trailboss Bob Agonis had laid out the obligatory two loop course with a midday gas stop back at the start area through the pine and deciduous woods of the Lebanon State Forest. Nearly everyone zeroed the easy morning loop, novices included, which had few challenges to push riders off the easy pace. Instead, a couple of semi-sneaky time keeping checks were used to break up the otherwise inconsequential trail ride pace.

The afternoon loop started out pretty much the same way. However, just about any rider who had previewed his route sheet highlighted the speed change to 20MPH at mile 74. This coincided with an emergency check-in to a lengthy ten-plus mile section through tight scrub oak. Back-to-back-to-back checks within the test decided the day's outcome, turning out to be the only points taken on the day. Trail was judiciously cut through tight, unforgiving scrub oak, making for hard going on early rows. It open up some with the passage of riders, not a whole lot, but enough to give top riders on later rows a subtle advantage. Rich Lafferty took full advantage of this,

going 2-3-6 through the section to earn the Grand Champ's trophy with an 11 point tally. Top riders who dropped twelve through the test went 2-4-6 (Atkinson, B. Bennett, K. Bennett), while the handful of 13 point scores (Jack Lafferty Jr., Rob Aldakimov, Mark Uth, Dave Maco and John Rogers) posted 2-4-7 through the section. Soon after the third check, a couple of miles from the Known Control, the course speed average dropped to six mph. Riders had to be careful here not to cruise through this and burn the KC for more than the allowed 15 minutes.

Jack Lafferty Jr. (Suz), nursing a leg injury suffered the week before, was seen walking around on Saturday with a removable cast on his right calf. This surely slowed the Bromley Suzuki sponsored rider some, but not enough to push him off the board. Jack Jr. finished fifth overall with the best 13 point card (13/811) posted. Rob Aldakimov pushed his YZ250 hard all day to earn the High Point A trophy with a 13/831 score. Aldakimov narrowly edged out Mark Uth (13/840) and John Rogers (13/885) who finished



Rich Lafferty took a break from the GNCC series and rode an enduro, something he's not spending a lot of time doing. Still, first overall is not bad if you're rusty on timekeeping.



Digging up the pine needles, Dan Sharpless cranks his way to first in the A250 class at Pine Hill.

DOCKS!

seventh and ninth overall, earning first place trophies in the A Senior and A Veteran classes, respectively. Another Bromley Suzuki support rider, Dave Maco (Suz), posted the final 13 point tally to earn eighth overall seeding while Dan Sharpless (YZ250) rounded out the top ten overall at 14 points down, taking home A250 class honors to boot.

Scoring was just as tight in the intermediate class as for top billing. KTM rider Todd Temple used an 18 point finish to eke out a High Point B victory. A host of 19s earned HPB runner-up status, including Kim Plummer (Suz), Mike Sharp (KTM), Phil Cassot, Dennis Lynch (Suz) and Bruce Lowman (Hon). Although unrecognized as such, the top C class finisher was Matt Hanes (Hon) who posted a respectable 20 point score. Farrell Lord (Kaw) took home top honors in the Masters class with a 25 card, while Kathi Cambell sailed to the Women's class victory, tallying 27 on the day.

Broad Mountain Enduro *Rock around the clock* by Steve Jamison

Round Six, New Philadelphia, PA 5/30

Have you ever wondered why you ride enduros? You usually have doubts on an "off" day; and by calling it an off day I'm being kind. The glib yet visibly aging bossman of this fine rag decided to make the Broad Mountain his return to enduro riding this year. Forget the fact that he hadn't really been on a bike for more than two hours since well before Daytona. Conditioning wouldn't be an issue on a fine Pennsylvania mountain run, would it?

Well, there are people who ride competitively, and people who come home and hide in a closet after getting spanked at an enduro. We tried to get him out, but all he did was hand out a piece of paper with the following screed supplied by Steve Jamison, and said, "Don't come near me unless my IV bottle runs dry. If you want a story, Jamison said it all."

So the following is a report from a REAL enduro rider.

The RORR guys have some of the most awesome terrain in the ECEA, period. They lay out a course that is way fun and challenging, I'm

talking "Enduro of the Year" quality. Sign up is a breeze, mileages are pretty close, checks are well manned, scoring is quick, and they actually have edible food there. If they would spend \$50 and get another box of arrows life would be perfect.

The arrowing is about the worst on the circuit, year after year. When you get out into the hardpack areas with the pine trees, finding arrows is most stressful. Even the AA's were milling around. I happened to luck out and see the remnants of an arrow (about one-inch square) stuck in a tree and that was the difference between doing well and being extremely aggravated. Arrowing on the rest of the course was spotty as well. Places where I really didn't need an arrow there seemed to be plenty, places where I was looking for a little reassurance I was on the right trail after a turn, there were none. In the coal tailings pile you would go blazing up an 80 foot pile, crest the top, crane your

"Well, there are people who ride competitively, and people who come home and hide in a closet after getting spanked at an enduro."

head 360 degrees and see nothing. If you poked around a bit and looked down each possible hill you could find an arrow, maybe. That part just wasn't much fun with seconds ticking away. One good thing was when they did place a danger sign, they meant it. Some clubs use too many and you start to ignore them. Ignore a RORR "X" and you take your life in your hands.

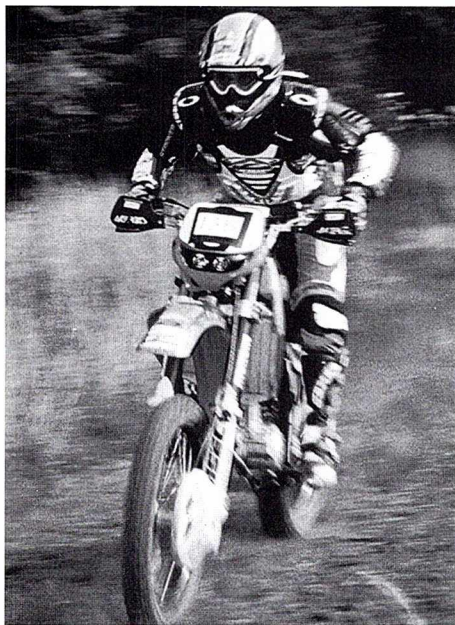
I rode minute 12 with Aaron Kalisher (B125), our esteemed ex-Prez for RRCM, Ken Wadley (B200), and Chris "Twelve Pack" Tlack (B-Hvy). Ken bailed out before the first A-B loop, Chris had some conditioning issues to deal with and managed to rack up 250 or so points without houring out, leaving Aaron and I to



Mike McHale leads his minute off the start at the Green Marble enduro. That's probably Ron DeCaro behind him, about to wheelie into the cameraman.



The traditional crossing of the river at the Broad Mountain start. It scares some guys half to death, but they soon learn it's the easiest part of the course.



Marc Grossman kept his KLX humming at the Green Marble, winning High Point A.

fight for our minute's honor. Aaron's Pacemaker took a dump on the starting line so that made me time-keeping guru. Right on the line behind us was George Sigler (A-Hvy), Ray McKown (A-250), and Rick (Shorty) Lalacoma. My goal for the day was to keep George and Ray behind me. I could feel them back there pushing me all day.

The guys on the minutes ahead of me were most cooperative. One guy on an XR250 would wick it up when he heard me coming, but he was hauling when he was on it. I passed him a few times and a few times he walked away from me.

On one of the really steep downhill in the coal tailings George grabbed a handful of front brake for reasons unknown even to him, and he dumped it and slid about 40 feet. Only half way down the hill, he grabbed the handlebar and dragged it the rest of the way down like a wounded deer. Shorty said it was the funniest thing he'd ever seen.

Pine Hill Enduro		A250		2. Jeff Johns	Hon 20	4. Tim Stibitz	Kaw 47
Class Results		1. Dan Sharpless	Yam 14	3. Frank Lupperger	Yam 20	5. Roy Howard	Suz 49
Grand Champion		2. Steve Pfeffer	Hon 15	4. Steven Brown	Suz 21	B Veteran	
Rich Lafferty	KTM 11	3. Rich Shirk Jr.	KTM 17	5. Ron DeCaro	Yam 21	1. John Kelly	Suz 21
High Point A		4. Bob Solomon	KTM 18	B200		2. M. Muckelstone	22
Robert Aldakimov	Yam 13	5. Jeff Moyer	KTM 18	1. Bill Hess	Kaw 21	3. Todd Fenton	KTM 22
High Point B		A Four Stroke		2. GeorgeMilchle	KTM 21	4. Dewitt Harrell	KTM 22
Todd Temple	KTM 18	1. Steve Larkin	Yam 15	3. Mark DeLong	Kaw 22	5. Seward Ogden	KTM 24
AA		2. Jeff Bottsford	Yam 17	4. Brian Carden	KTM 22	C200	
1. Bill Atkinson	KTM 12	3. L.J. Smith Jr.	Hon 18	5. G. Mamounis	KTM 23	1. Kevin Hess	Hon 23
2. Bob Bennett	Hon 12	4. Joe Wallace	Hon 22	B250		2. Lee Ray	Yam 27
3. Kevin Bennett	KTM 12	5. Stacey Clark	Yam 22	1. Phillip Cassot	19	3. Frank Wilson	Kaw 27
4. Jack Lafferty Jr	Suz 13	A Open		2. Dennis Lynch	Suz 19	4. J. Booth	Suz 30
5. Dave Maco	Suz 13	1. Al Switzer	KTM 14	3. B. Lowman Jr.	Hon 19	5. Anthony Leone	Suz 33
Masters		2. Mike Beeler	KTM 15	4. Jim Shainline	Yam 21	C250	
1. Farrell Lord	Kaw 25	3. Todd Lockard	KTM 17	5. Dave McGee	Yam 22	1. Matt Hanes	Hon 20
2. Chas. Stapleford	Kaw 29	4. Mike Crum	KTM 18	B Four Stroke		2. Frank Messina	Kaw 22
3. Donald Burnett	Hon 40	5. Kevin Kuenzner	KTM 19	1. Peter Burnett	Hon 20	3. Robert Dalby	Yam 28
4. Jack Mitchell	Hon 41	A Senior		2. Mark Perry	Hon 21	4. Patrick Kough	Hon 29
5. Dan Van Driel	KTM 50	1. Mark Uth	KTM 13	3. James Tevis	Hon 21	5. Rick Carcella	Suz 30
Women		2. A. Tomasello	Yam 14	4. K. Plummer	22	C Four Stroke	
1. Kathi Cambell	Kaw 27	3. Terry Tucker	Kaw 16	5. Chris Brown	Hon 22	1. John Walton	Hon 27
2. Jennifer Eyrieh	KTM 59	4. Clifford Tenney	KTM 17	B Open		2. Mark Tageder	Suz 29
3. Merle Compton	Kaw 77	5. Steve Bromley	KTM 19	1. Michael Sharp	KTM 19	3. E. Shelton Jr.	Yam 31
4. Paula Spector	Kaw 161	A Super Senior		2. Tim Gallagher	Hus 22	4. T. Keegan	Kaw 31
5. Patricia Blair	Hon 196	1. Jack Lafferty Sr	KTM 20	3. Trevor Davies	KTM 29	5. Brock Bougor	Kaw 33
A125		2. Rich Tompkins	TM 23	4. Craig Lambert	KTM 30	C Open	
1. Greg Davies	Yam 19	3. Dick Shirk	Kaw 30	5. Steve Mosley	KTM 30	1. M. Christiansen	KTM 28
2. Pat Emmons	Yam 19	4. Rich Trader	KTM 32	B Senior		2. T. Seamen	KTM 32
3. M.D. Spencer	Yam 21	5. George Clickner	Kaw 32	1. Eric Hartem	Hon 21	3. R. Limmer	KTM 35
4. D. Bostrom	Yam 25	A Veteran		2. Joe Dublas	Kaw 22	4. John Jackson	KTM 36
5. D. Stoppi Sr.	Yam 31	1. John Rogers	KTM 13	3. Gary Cramer	Hon 24	5. R. Limmer	KTM 37
A200		2. John Walter	Kaw 15	4. Tom Schane	KTM 24	C Veteran	
1. Eric Corbin	Kaw 17	3. J. Gunselman	Yam 15	5. Rob Rankin	Kaw 25	1. William Gilmore	Suz 23
2. Ed Hamilton	Kaw 17	4. Ken Law	KTM 17	B Super Senior		2. David Mills	KTM 23
3. Rob Kirkpatrick	KTM 18	5. Michael Dolecek	19	1. Jack Lurtsema	25	3. Richard Milter	Kaw 25
4. Todd Quinn	KTM 19	B125		2. Larry MacIntyre	Yam 40	4. J. Trenderler	KTM 26
5. Paul Bitting	Kaw 19	1. Kim Plummer	Suz 19	3. Steve Hyde	Hon 45	5. Ernie Buel	Kaw 29

After the gas there was a lengthy timekeeping section. Every one of us had leg cramps 15 feet into the next points taker. OUCH! I would put my foot out for a turn and leave it there all during the straight just because it felt good.

I've got such a case of baboon butt it's not funny. The course was not only rocky, it was pretty tight in spots. It made no sense to stand up just to sit down eight feet later. Some of the faster terrain was incredible. "Fun" just doesn't do it justice; maybe "religious experience" is a better description.

Aaron gets quote of the day: "I hate this race, it always kicks my ass, and every year I come back like

a heroin addict."

It was hot out there. I heard that six guys suffered from heat exhaustion and dehydration in varying degrees. The "A-B" loops were brutal. The rocks just seemed relentless there for a while. I thought the heat I was feeling on my right knee was from the pipe. Turns out it was the shock. At every reset I was adding rebound to the shock. I was five turns heavier by the end and the bike was getting progressively worse. I can't fault the bike for anything, it ran perfectly, and aside from smacking me in the butt and getting a bit squirrely when she wanted a click of rebound, the suspension was awesome.

Freddy Hoess overalred with a 16 despite getting lost. Jack Lafferty had first AA with a 25. Todd Quinn got his first A200 class victory with a 38. Ray-Ray had 6th A250 with a 59 (three of those points for being lost), George pulled a 7th A-Heavy with a 64, Shorty managed a 9th in B200 with 115, Aaron got 3rd B125 with around a 70, Gerry Kitts got 2nd or 3rd in A125, and this aging pilot got 1st B-Heavy with a 54. I think I made top ten B.

Extra-Shorty hoared out on his KTM 200 but finished nevertheless. Dude, I still say an XR200 is the way to go. I'm pretty sure he's the only C-rider that can waste a brand new Barum tire in 80 miles. There's a lever sticking out of the left side of the motor—use it! ;)

Rob MX91 Dalby, chief sandbagger, carded a 38 in the C-loop and I think finished in the top three of his class, maybe even won it. Subtracting out the A-B loops from my score would have put me at 33, so he's plenty fast. See you in the B class soon, Rob!

Special thanks to the lovely and gracious Mrs. Kitts for running gas for us. With no food and water at the gas we would have been buzzard bait.

Gotta go Neosporin my behind.

Steve Jamison RRMG,
Aged CR270 pilot

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Jeff Kirchner threads between the trees at the RORR enduro, heading for fifth overall.

Green Marble Enduro

Another good day by the GMER

By Mark Uth

Round Seven, Good Springs, PA 6/6

Mike Moore blazed ahead of the competition at the Green Marble Enduro to earn top honors in this nouveau rock event. The Yamaha mounted pilot finished with seven points by setting section best

Broad Mountain Enduro

Grand Champion

Fred Hoess Hus 16

High Point A

Mark Hummel Hus 28

High Point B

Randy Sowa Kaw 53

High Point C

Joe Cartwright Hon 40

AA

1. Jack Lafferty Jr. KTM 25

2. Jeff Kirchner KTM 29

3. Craig Shenigo KTM 29

4. Dave Maco Suz 34

5. Mike McHale KTM 36

Masters

1. Farrell Lord Kaw 42

2. Jack Mitchell Hon 70

3. Bill Osburn ATK 91

4. Joe Galie Yam 105

5. Robert Hoover Yam 156

Women

1. Lisa Furman Kaw DNF

A125

1. Dan Nicoloff KTM 41

2. Gerry Kitts TM 44

3. M.D. Spencer Yam 46

4. Greg Davies Yam 49

5. Mark Roll KTM 52

A200

1. Todd Quinn KTM 37

2. Steve Michalski KTM 40

3. Paul Bitting Kaw 43

4. Sean Cully Kaw 51

5. Ed McGall KTM 61

1. Dave Faery Kaw 32

2. Jamie Wright Yam 33

3. Brian Russell Hon 35

4. Kevin Passmore Hbg 46

5. Bob Solomon KTM 51

A Four Stroke

1. Marc Grossman Kaw 28

2. Joe Wallace Hon 38

3. Stacey Clark Yam 49

4. Peter Kief Hon 50

5. Preston Sullens Hbg 78

A Open

1. Al Switzer KTM 36

2. Mike Beeler KTM 45

3. Sam Deninno KTM 47

4. Charlie Crum KTM 60

5. Marty Graver KTM 60

A Senior

1. Terry Tucker Kaw 36

2. Cliff Tenney KTM 42

3. W. Fontanazza Yam 46

4. Steve Bromley KTM 47

5. Ed Queitesch KTM 51

A Super Senior

1. Hank Stankiewicz Yam 29

2. Scott Wolf Yam 38

3. Roy Fliegau KTM 41

4. Jack Lafferty Sr. KTM 43

5. Bob Agonis Gas 48

A Veteran

1. Brian Blanchard KTM 29

2. Jim Gunselman Yam 37

3. Dan Garrison KTM 42

4. Mike Slechts Hon 44

5. Dave McCall Kaw 58

B125

1. Dan Carper KTM 72

2. Ron DeCaro Yam 76

3. Aaron Kalister Gas 81

4. Rickey Rittel KTM 114

B200

1. Barry Lee KTM 57

2. Brian Carden KTM 67

3. N. Sotiropoulos KTM 71

4. Martin Scheffler Kaw 75

5. Brian McCarthy KTM 76

B250

1. Chris Veccihione Kaw 67

2. Carmen Tino Kaw 73

3. Jason Campbell Yam 85

4. Dave McGee Yam 94

5. Rob Trout Yam 96

B Four Stroke

1. James Tevis Hon 61

2. Peter Burnett Hon 68

3. Chris Thorsen 90

4. Bradley Barr 113

5. Mark Schleewets Hon 119

B Open

1. Steve Jamison Hon 54

2. Terry Yeingst KTM 55

3. Mike Sharp KTM 66

4. Tim Gallagher Hus 77

5. Trevor Davis KTM 93

B Senior

1. James Devlin Yam 34

2. Dan Compton KTM 40

3. Dave Whitman Kaw 45

4. Jim McCarthy Kaw 49

5. D. Scott Danner KTM 55

B Super Senior

1. Craig Burfield Yam 50

2. Karl Lagus Hon 61

B Veteran

1. Brian Sworen Kaw 53

2. Scott Snyder Yam 56

3. Sean Kinley Suz 70

4. Todd Fenton KTM 86

5. Dave Harner KTM 102

C200

1. Ken Ettinger KTM 49

2. Greg Lebo Kaw 57

3. Jacob Williams Kaw 67

4. Joe Volpe Kaw 75

5. Rich Johnson Kaw 84

C250

1. Mike Kuzo Kaw 43

2. Frank Messina Kaw 44

3. Mark Fischer Suz 48

4. Robert Dalbeg Yam 51

5. Steve Moscher Hon 64

C Four Stroke

1. Jeff Booth Kaw 71

2. Dave Marchese Hon 79

3. Mark Rigler Hon 79

4. Brandon Sigety Kaw 143

C Open

1. Fred Hallowell Hon 46

2. Greg Bloom KTM 56

3. Aaron Griffin KTM 65

4. Mike Coulston KTM 75

5. Brian Hannaway Hus 109

C Veteran

1. Thorn Devlin Kaw 58

2. Steve Brown Yam 61

3. Mike DeAcosta ATK 65

4. Ed Folweiler Hon 74

5. Ernie Buel Kaw 82

scores at checks six and 13, gaining a three point advantage in the process to surmount a handful of nine point cards turned in by top series regulars. Matto Cycle's Bill Atkinson (KTM) lead the pack of

also-rans with 492 emergency points, claiming the second overall slot and first place trophy in the AA class. Jack Lafferty Jr. (Suz) finished third overall, rounding out the podium a few seconds behind

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Montrose, CA 91020

Green Marble Enduro			3. Darrin Russell	Hon	16	4. John Lambert	Kaw	22	2. Sean Kinley	Suz	19
Grand Champion			4. Jim Sparrow	Hon	17	5. George Milchick	KTM	25	3. Harrel Dewitt	KTM	22
Mike Moore	Yam	7	5. Chuck Sullivan	Hon	23	B250			4. John Kasper	Suz	24
High Point A			A Open			1. Jim Shainline	Yam	19	5. Rob Herrington	Kaw	35
Marc Grossman	Kaw	9	1. Steve Guers	KTM	14	2. Chris Vecchione	Kaw	21	C200		
High Point B			2. Mike Beeler	KTM	14	3. Jason Campbell	Yam	22	1. Joe Cartwright	Hon	24
James Bowen	Hon	13	3. Al Switzer	KTM	15	4. Shawn Jackson	Yam	25	2. Greg Lebo	Kaw	26
High Point C			4. George English	KTM	18	5. Jeff Potts	Hon	28	3. Clayton Vieni	Kaw	30
Jeff Lagus	Suz	16	5. Dean Spencer	KTM	19	B Four Stroke			4. Claudio Gottardo	Kaw	31
AA			A Senior			1. Christopher Crull	Yam	20	5. Francis Weaver	Kaw	31
1. Bill Atkinson	KTM	9	1. W. Fontanizza	Yam	12	2. Bradley Barr	Hon	20	C250		
2. Jack Lafferty, Jr.	Suz	9	2. Clifford Tenney	KTM	16	3. Kraig Baer	Hon	21	1. C. Todd McKinney	20	
3. Jeff Kirchner	Kaw	9	3. John Farrar	Yam	17	4. James Tevis	Hon	23	2. Dave Minnich	Kaw	20
4. Kevin Bennett	KTM	9	4. Gerald Stake	GAS	23	5. Mark Schleeweis	Hon	25	3. Jason Markowicz	Suz	22
5. Craig Shenigo	KTM	10	5. Craig Gaver	KTM	23	B Open			4. Robert Dolbey	Yam	27
A125			A Super Senior			1. Dale Sweigart	MAI	19	5. Mark Fischer	Suz	27
1. Gerry Kitts	TM	15	1. Scott Wolf	Yam	17	2. Tim Gallagher	Hus	23	C Four Stroke		
2. Michael Sigety	TM	18	2. H. Stankiewicz	KTM	19	3. Trevor Davies	KTM	25	1. Brandon Sigety	Kaw	29
3. Greg Davies	Yam	19	3. Roy Fliegauf	KTM	21	4. Dave Walker	ATK	27	2. Mark Rigler	Hon	38
4. Dan Stoppi, Jr.	Yam	19	4. Bob Agonis	GAS	23	5. Eric Aaroe	KTM	30	3. Stephen Green	KTM	41
5. Mark Roll	KTM	20	5. Jack Lafferty, Sr.	KTM	25	B Senior			4. John Bower	Yam	81
A200			A Veteran			1. David Risser	Hon	21	5. John Sullivan	Yam	87
1. Robert Mohn	Kaw	10	1. Richard Moyer	ATK	11	2. Bob Kohlbus	Hon	22	C Open		
2. Todd Quinn	KTM	15	2. J.S. Gunselman	Yam	15	3. James Devlin	Yam	25	1. M. Christiansen	KTM	23
3. Paul Bitting	Kaw	16	3. Dan Garrison	KTM	18	4. George Bressler	KTM	25	2. Robert Pyatak	TM	33
4. Dave Mealing	KTM	17	4. Jim McCommon	Yam	20	5. Eric Hartem	Hon	34	3. Ed Folweiler, Jr.	Hon	35
5. Sean Cully	Kaw	18	5. Steve Aretz	Hon	24	B Super Senior			4. Martin Barnhardt	ATK	45
A250			B125			1. Pete Reber	KTM	33	5. Michael Reighn	Suz	52
1. Chuck Stapleford	Kaw	14	1. Kim Plummer	Suz	22	2. Bruce Moyer	Kaw	54	C Veteran		
2. Jamie Wright	Yam	15	2. Randy Loper	Hon	25	3. J. Christiansen	KTM	64	1. Robert Martin	Yam	25
3. Mark Hummel	Hus	15	3. Ja-Beep Bopp	KTM	26	4. Tim Stibitz	Kaw	128	2. Thorn Devlin	Kaw	27
4. Richard Shirk	KTM	16	4. Dan Carper	KTM	35	Masters			3. Randy Tower	KTM	31
5. Bill Gilbert	Yam	18	B200			1. Farrell Lord	Kaw	14	4. Doug Gast	Kaw	32
A Four Stroke			1. Mark DeLong	Kaw	17	2. Joseph Gallie	KTM	57	5. Ty Eyrich	KTM	88
1. Joe Wallace	Hon	14	2. Randall Sowa	Kaw	18	B Veteran			Women		
2. Jeff Bottsford	Yam	16	3. Charles Bays	Kaw	20	1. Steve Bowman	Hon	16	1. Jennifer Eyrich	KTM	63

Atkinson at 505 e-points, while maintaining a tenuous seven point lead over him in the series points standings. Nine point scores turned in by Marc Grossman (Kaw), Jeff Kirchner (KTM) and Kevin Bennett (KTM) earned fourth, fifth and sixth overall seeding, respectively. The Kawasaki Team Green, Diamond Motorsports, Acerbis, Bridgestone, Enduro Experts, WER, Motion Pro A-Loop, sponsored Grossman won the High Point A trophy to boot, spanking his KLX (and the competition) throughout the day.

For the second week in a row, ECEA competitors

were faced with another day of hot temperatures and tough rock strewn trail. With a daytime high that approached the 90 degree mark, the only saving grace was the shorter sections offered by the GMER course. The event was run from a coal mine nestled in a valley bordered by sharp Appalachian highlands, criss-crossed by skinny dirt roads strung together by single track trail, switchbacks and pit mining scars.

The '99 event was decidedly different from last year's cake walk that was zeroed by a number of top riders. There was considerable fresh trail with

longer, more challenging sections made up of rock gardens and steep elevation changes. This was fortunately tempered with plenty of fun in between, in the form of romping down cart roads and the wide dirt covered woods tracks that traversed the mountain sides. One particularly neat obstacle, conquered twice during the day, was a sheer shale outcropping that descended steeply (read: near straight down) for 50 or 60 feet. Definitely the pucker punch of the day. Unfortunately, last years dubious practice of points taking sections without check-in carried over, setting the stage for Moore's upset and wide scoring disparities in many classes. There were only two check-ins all day long, and riders that rode ahead in the many other sections gained a definitive advantage. This no doubt frustrated legions of riders who played it straight.

Run as a closed course event, well over 200 riders entered, the novice classes especially swollen. The club had laid out a short ride of less than 70 miles, with sane speed averages and plenty of resets to get riders back on time. Loops were near evenly split, and the midday gas break was conveniently located back at the start. The most challenging test of the morning loop was a rugged four mile section of relentless rock gardens. Sandwiched by checks and run at 24 MPH, a handful of top riders dropped five within it, including Jack Jr., Atkinson, Kirchner, KB, Grossman and Rob Mohn.

After the gas, the course re-ran the first 12 miles of morning loop to start out the afternoon. Over this familiar trail, the club tried to keep riders honest, sprinkling in three time keeping checks to see who was hot and uninformed. Few riders were nabbed. Late in the loop, A and B class riders split off and were tossed into a short section of horrific rock slabs scattered among tight second growth softwoods. It was here that Moore really made his mark, dropping one at the ensuing check to seal the victory.

Other noteworthy finishers on the day included Rob Mohn and Craig Shenigo, who carded ten and finished seventh and eight overall, respectively. Mohn also had the dubious honor of being the HPA bridesmaid. A couple of old war horses rounded out the top ten overall and earned top billing in their respective classes. Veteran class rider Rich Moyer marshaled his ATK 250LQ to an 11 point finish and ninth overall seeding. Similarly, Yamaha pilot Wayne Fontanizza used a 12 score to fill the tenth overall slot and claim first place honors in the A Senior class.

In lower class action, a flying James Bowen impelled his Honda XR to a top 14 showing and the High Point B award. Bowen dropped 13 points enroute to a thirteenth overall finish. Runnerups to the HPB were Steve Bowman (Hon), Mark DeLong (Kaw), and Randall Sowa (Kaw) who dropped 16, 17 and 18 points, respectively. Novice class rider Jeff Lagus (Suz) earned the High Point C prize by completing the shortened C class course with 16 points. Next best were a couple of 20 point scores earned by Todd McKinney and Dave Minnich. Jennifer Eyrich (KTM) posted a 63 card to earn first place seeding in the Women's class, while Farrell Lord (Kaw) carded an amazing 14 to smoke the rest of the Masters class competition. ↑

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I hereby give up all of my rights to sue or make any claim whatsoever against the American Motorcycle Association and its district organizations, the East Coast Enduro Association, the promoters, the Valley Forge Trail Riders, Inc., sponsors and all other persons or organizations conducting or connected with the 1999 Moonshine Enduro for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing for or participating in the 1999 Moonshine Enduro, or while I am on the premises encompassed by or used in the 1999 Moonshine Enduro.

I know the risks of danger to myself and my property while participating in the event and while upon the premises and, relying upon my own judgement and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons or organizations connected with this event for damages incurred as a result of any injury that I cause or receive.

I HAVE READ THIS RELEASE

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SIGNATURE OF PARENT

NOTARY

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ADDRESS

CITY

STATE

ZIP

PHONE

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AMA#

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ECEA#

AMA CLUB

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DISPLACEMENT

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☐ A

☐ B

☐ C

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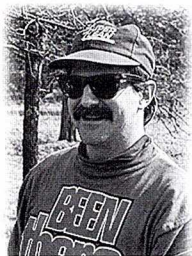
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by Mark Uth



Roost Etiquette

Hardly a rider wouldn't admit that there was a time when the most important feat to be accomplished while riding was throwing the biggest possible monster roost. Extra points of course if one of your riding buddies, er, accidentally, got in its path. Things around the Uth household began in the formative years, digging holes in the back yard with a CAT minibike. We hadn't had that scooter more than an hour before we realized that by

and ride like a lunatic, while realizing that one case of bad line selection will leave you a sitting duck surrounded by a pack of hungry wolves without mercy.

Never follow a roost junkie into a mud hole. If they don't actually get stuck (which they rarely do), they might just stop for the opportunity to give you a muck shower. Beware of mud holes found around blind corners.

One technique that's universally annoying is the rider who whacks the throttle every time he

As with any endeavor, equipment selection is plenty important. I'm convinced that Jungle Dave continues to lust after CR500s mainly because of their roost potential. Mind you that showing up with fresh iron is no get-out-of-jail-free card. No, in fact among our hard core crew, you might as well paint a bullseye on the side of your new bike or riding gear.

Not surprisingly, fresh rear rubber is key, and at one time we considered the IRC 140/80-18 M5B rear meat to be the sure ticket to roost nirvana. There was standing joke that the M5B tire was such a paddle wheel that it should be sold with a clutch kit. That's because without fail, every time we mounted up a fresh one, a clutch replacement was needed a couple of rides later.

For roost material, soft, mulchy dirt is preferred, especially the wet black-colored goo that clings to knobbies and all things it comes in contact with. Anything that lands with a splat. Of course, soils with heavy clay content stick great, but are sometimes hard to really dig into. Just the right water content is key. Dry dusty dirt with lots of rocks and stones is no fun at all, can hurt bike and body and precipitate fisticuffs.

I think that every trail ride needs to be run through at least one challenging mud hole in order to be a success. Definitely separates the men from the boys. And if you're riding with our crew, you'd better be on your guard around every turn. ▲

"Never follow a roost junkie into a mud hole. If they don't actually get stuck, they might just stop for the opportunity to give you a muck shower."

raising the back wheel and gunning the engine, the puny 3½ --horse Briggs and Stratton motor would do a fine job of turning lawn into holes and flying dirt. At least until you bottomed-out on the rear frame rails. Of course, you lifted the back wheel because there was no front brake to impede forward motion! Call it an introduction to the phenomena of roost, or perhaps our first step down this road to ruin, either way, it immediately and indelibly changed our view of two wheeled motor vehicles.

The roost gene is a dominant one. We've seen many a top level racer in the heat of battle purposely veer into the soup in order to launch thick terra firma skyward. Sometimes, you just can't help yourself. Quite frankly, more than a few members of our regular riding crew are virtual roost junkies, having fine-tuned this playful pastime into near science. A most favored destination for our roost wars used to be a site located near the abandoned town of Whitesbog. This spot was a practical free-fire zone of muddy meadows, bogs, and stream crossings. It was here that the gloves were collectively taken off and no holds barred. No one went home clean, and riding gear was never the same afterward. Two things became of this infatuation with flying ooze. First, our collective bag of roost techniques and tricks got honed razor sharp. You couldn't let your guard down for one second without the prospect of eating dirt. For the roost impaired, this could be quite intimidating. Secondly, a set of ground rules eventually emerged, sort of a list of accepted practices in the art of roost.

Roost 101

Perhaps the most basic guide line when riding under roost duress is this: going first is good; getting stuck is bad. Very bad. Do whatever you can to get to the front of the pack. Take chances

crests a rise, small hill climb or whoop-de-do face, repeatedly showering everyone behind him with a fusillade of dirt and stones. Once in front of this rider, roost without remorse.

Looking back at your own roost is a major faux pas, although I'll have to admit it, sometimes I still can't help myself. Looking at someone else's roost is okay, unless of course you're viewing it from the six o'clock position, stuck in a hole, and they're preparing to hose you.





COMPETITION DIRT RIDERS, INC. PRESENTS THE TWENTY EIGHTH ANNUAL



BEEHIVE ENDURO



SUNDAY, AUGUST 29th, 1999

KEY TIME 8:00AM



START: Mauricetown Fire Hall, Mauricetown, NJ - Route 55 South to Route 47 to traffic light at Wawa. Turn right go across bridge and turn left at next intersection. Go two blocks and turn right to Fire Hall on right. DO NOT PARK IN FRONT OF FIRE HALL !!!!!

Rider Requirements: All riders must be at least 18 years of age and have a valid motorcycle license, registration and insurance card. Riders must also have an AMA Card and an ECEA Card. If you do not have an ECEA Card, one may be obtained at no cost by taking a test on Sat. 8-28 from 10am to 8 pm or on Sun. 8-29 from 6am to 8am at the Fire Hall. AMA applications are also available at sign-up.

All riders must wear eye protection at all times during the event.

Machine Requirements: All motorcycles must have a license plate, headlight and working muffler. Scorecards are to be mounted on front fender. **Motorcycles are to be started after 7PM on Saturday or before 7AM on Sunday. NO PIT RACING!!!!**

Food & Refreshments: Available at the Fire Hall Saturday evening and all day on Sunday. Chicken Bar-B-Que dinners available on Sunday.

Camping: Free camping is available.

Area Motels: Ramada (Vineland) 696-3800, Millville Mtr Inn 327-3300, Days Inn (Vineland), Country Inn 825-3100

Gas Stops: there will be 2 gas availables at the same location. Containers must be Red DOT approved or they will not be transported. First gas truck leaves at 7am Sharp!!!

Entry Fees: Pre \$30, Post \$35, Super Seniors & Women \$15, Masters \$5 Pre-Enter Only!!! Drawing is 8-20-99 Make checks payable to Competition Dirt Riders, Inc., mail to Competition Dirt Riders, PO Box 549, Millville, NJ 08332

Information: (609) 327-5015 for entries, (609) 691-5371 or E-mail Endurodave @AOL.com for Trail Info.

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___ B 125

___ C 200

___ AA

___ A 200

___ B 200

___ C 250

___ DUAL SPORT

___ A 250

___ B 250

___ C OPEN

___ VINTAGE

___ A OPEN

___ B OPEN

___ C 4STK

___ A 4STK

___ B 4STK

___ C VET

___ A VET

___ B VET

___ MASTERS

___ A SENIOR

___ B SENIOR

___ WOMEN

___ A SUPER SENIOR

___ B SUPER SENIOR

HONDA
of Bridgeton

UNQUALIFIED AG

In which the author tries to describe what it really feels like to lose an ISDE Qualifier

By Charlie Williams

My own personal goal left in motorcycle racing is to actually qualify for the U.S. ISDE team. I don't have to ride the Six Days, been there, done that. I know I don't want to ride another Six Days, Tulsa was enough. It was a wonderful experience to have behind me, but I just could not face trying again.

It is not so much the riding as it was the struggle getting ready. God, what a chore. Every conceivable scenario must be worked out. Then there was the ten minute tire changes. I managed one during the week. Enough is enough.

The fact is I didn't actually qualify for the elite USA team. I bought my way into Tulsa, just like many others. That leaves actually "qualifying" as my goal, my grail, my whale, my sail.

I had it better than ever last year. Both races I needed to compete in were familiar to me, I've ridden there many times. I had a very good bike to ride and some extra parts, all from the kind people at ATK. Drew Smith had done the final suspension set up and S&S Racing in Elizabeth, Illinois, had the proper jetting so the big bike ran as well as it handled. I was not afraid of riding the big bike in a southern Ohio Qualifier, as long as it didn't rain.... Guess what? Yep, it rained; and rained and rained. Southern Ohio in the mud is enough to make one crazy. On a big four stroke, it's indescribable. When it rains it's like being stuck in Pappion's French prison.

Vic Ely, Kirk Sessions and the rest of the Appalachian Dirt Riders are the nicest bunch of guys you could ever want to meet, unless it rains. In the rain they become some of the most demented, sickest, motorcycle destroying mad men on earth. And it rained.

I camped out in my van, and at 2:15 a.m. Saturday morning one hell of a thunder storm came through Wellston, and it poured and poured. Damn, if there was one thing I did not want to do in this life it was to wrestle a 600cc dual sport bike in soupy mud for two days. What karmic faux pas have I suffered to deserve this?

What a mind bender, sitting there

on the starting line looking ahead not at two five lap motos or even an hour and a half hare scrambles. Not at the Qualifiers. Rain or shine I was looking at 250 miles of muddy southern Ohio trails. My heart thumped along like an old tractor, pushing thick cold blood through my cold wet body. My brain kept asking why? Why again do you have to drag us through this hell? Your mommy loved you so much and you just go out and try to tear it up, you tear up every thing in some kind of self defeating, nothing for tomorrow attitude. The tractor pumps another gush of chunky blood. The brain asks why do you hate yourself so much? Why choose a goal that is unattainable, expensive, physically destroying, with no monetary rewards or at your level, no peer recognition nor admiration. What's wrong with two five lap motos? Can't you get beat bad enough to see you are not a champion?

Another squish of Jell-O-thick blood and I say out loud: "I don't know why! I just don't know!" This time loud enough that Jeff Fredette started staring at me. He is half afraid of me anyhow, but now I'm battling with imaginary gremlins and have started swinging my fists and crying "I don't know!" Hugh Fleming from the AMA walks up and stands in front of me, looking very concerned about my well being. To me his face is encircled with a ship's steering wheel spinning around it like on the Gilligan Island introduction.

"Charlie, Charlie, Charlie, are you all right? Right? Right?"

"Gee Skipper, I just don't know, every molecule in my body says no but I am driven by something so strong I can not fight it. Alcohol was easy,

but I can not say no to the bikes. The cursed bikes are my downfall." I look at Fredette, he's looking at me with the same ship's wheel spin-

ning around his face, and he looks real concerned because we are riding on the same minute. I said to Jeff:

"Professor, help me understand, it's the wheel isn't it? The wheel is the true focus of my attention. The bike just gives me a motor to push the reverent wheel around. Around and around and around for heaven's sake." The Smith Sister-in-Laws walk up and stare. All my peripheral vision is consumed with the spinning ship wheel and I ask them, "Ginger, Mary Ann, It's the wheel isn't it? All round like all your best body parts, all round like the sun and the moon. The wheel, pick a point and it will come back to you. I have to keep going just because I can't stop. Stop. Stop."

"Three! Two! One! One, one one." The starter slapped me on the back and said "Have a good time."

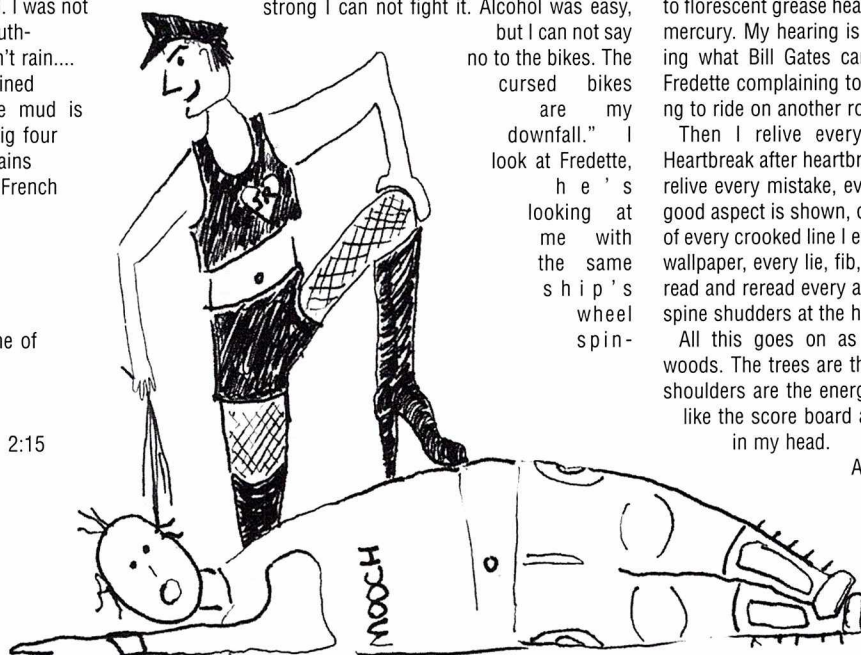
I suppose my brain is right in the fact that I have nothing to prove. My peers know I'm not worthy. Deep down inside I know I don't deserve to make the prestigious Six Day team, but even with all its knowledge, my brain is incapable of stopping me from continuing. You can be a player or you can be an observer. Big difference. At least now, at this point of my life I can still be a player. On the inside looking out. On the stage looking down. In the play, not in the audience. And that makes it right? Hell no! Hell's here and now.

Heaven help us as huge waves of theater curtain roll by somewhere between our eyes and where they hook to the brain. Paisley prints in the most subtle colors and the most intricate design float by on the heavy velvet material. Once the flag drops everything turns to florescent grease heated to boil mixed with wax and mercury. My hearing is unaffected, so while I'm seeing what Bill Gates can't even think of, I hear Jeff Fredette complaining to Hugh Flemming about wanting to ride on another row.

Then I relive every time a girl told me NO! Heartbreak after heartbreak. When that is over I get to relive every mistake, every failure in my life. Not one good aspect is shown, only defeat and failure. Visions of every crooked line I ever painted, every bad piece of wallpaper, every lie, fib, or made up excuse. I have to read and reread every article I have written—ugh, my spine shudders at the hideousness of this thought.

All this goes on as I pinball along through the woods. The trees are the steel hardened ball and my shoulders are the energized bumpers. My eyes whirl like the score board and the bells and whistles are in my head.

After two long days of incompetence, I ride up to a creek and there sat world hero Drew Smith stuck up to his seat in mud with no hope of extracting it himself. He yelled at me to stop and help him. I said Okay then started crossing the



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THE SPINNING OF THE WHEEL

creek myself. As I rode up the other bank Drew yelled something at me no one else had ever said to me. In a desperate, strained voice Drew yelled; "Charlie, don't leave me!" I thought he must be fighting his own brain gremlins.

We lifted and strained but could not move the bike, it was suctioned in the mud. Randy Hawkins and another rider stopped and the four of us lifted Drew's bike out of the quicksand, and were all back on our merry way. But his desperate voice carried on with me; "Charlie, don't leave me!" He must have been really desperate to enlist my help.

Several weeks and many thousands of dollars later I'm laying on the ground at Loretta Lynn's, and Jeff Russell is standing over me smiling. He asked: "Was it tough enough for you? Will you ever draw a picture of me in a coullotte again?"

"Oh no sir! I'm sorry, really sorry. I thought you would think it was funny."

"I did think it was funny, but not as funny as you laying in the dirt crying. Where's my pencil, I want to draw a picture of you and we'll see how funny it is."

I laid there sobbing and hiccuping.

Hugh Fleming walked up with his clipboard and told me I had better get my bike into impound or I'll lose more points.

I've rolled over on my side with my face down in the crook of my elbow and yelled a muffled "I don't care! Besides you should disqualify me for letting someone else work on my bike! Moan & groan."

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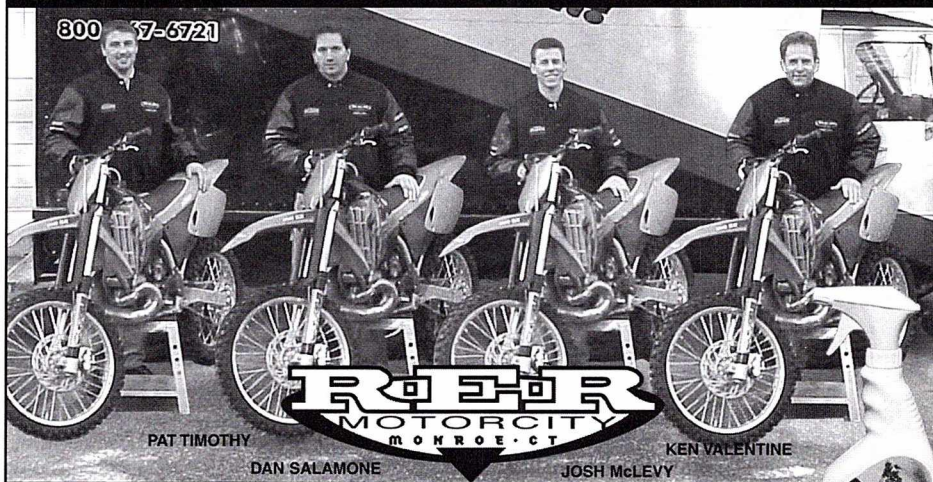
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"Charlie," Hugh said, "I'm not going to disqualify you, we all get more enjoyment out of making you go on instead of making you stop. I want to give you extra credit for getting a pretty girl in a bathing suit to change your tire. Just how low will you stoop, anyhow?"

"Disgrigginqualify me!" I insisted raising my face up off the ground, sand and gravel sticking to my cheek and lips.

"Jeff, do you think we should disqualify him?" asked Hugh.

"Naw, let him go; besides, he don't count."

"Oh, he's going all right," said the girl in her bathing suit as she changed my flat tire. "He ain't staying here if I do all this work. And besides, you guys can let him break a few little rules, who's going to complain other than the guy he was ahead of, and he's gone to the hospital. Attempted suicide I heard."

So my supporters or antagonizers loaded me back on my bike and made me leave the pits. I agreed to ride at least to the next grass track. See, in my head I had visions of the grass tracks at other ISDE I've been to, long sweeping turns on dead level ground. I can do that, so I plugged on. But in typical American fashion the grass track looked nothing like any thing I've see in Europe. It was up and down steep hills with hair pin turns, one sweeper. When the Europeans finally come around to our way of grass tracking we will rule, but until then we'll keep practicing the wrong kinds of

turns and terrain.

Finally, in the final moto test I found one good sweeping turn and was really grooving until at the exit of the turn was the face of a 6 foot tall super jump. As I approached I thumbed through my FIM rule book and it said this jump was only 39.37 inches tall, so I kept it pinned, knowing that the rule book did not allow dangerous doubles or table tops. While I had the rule book out I looked up the recommended length of the cross country tests and how technical the trail should be.

I absorbed the steep face of the jump in my knees and in the ATK suspension. I held on tightly with my legs and kept my upper body loose and over the bars. Once in the air I tapped the rear brake to bring the front end down and gave it a little tug to the left for the best line. I casually did a roll-off and a little foot jig while scanning two turns ahead. I braced myself for the pin point landing when I remembered I had ignored the jumping class at the moto-school, insisting cornering skills out weighed unnecessary jumping skills.

Man, I crashed big time. Turns out the jump was a huge table top, must have been 5 feet across. I came up short, landed flat, just like Evil. I crushed down on the seat and my face was buried in the bars. Then came the rebound off the top of the jump, my body was stretched and my head thrown back as I jumped off the top of the jump back to ground level. This time

I took the bars at the waist and I saw a lot of front fender very up close. My face followed the fork leg down past the spinning tire, the fork seals looked good, spokes, check, computer sensor wire? Gone. Grass and dirt? Here and now, then blackness then skies, then blackness then sky. Seth ran over and said:

"Dude, what gear were you in?"

"Third." I croaked.

"Oh man you came up way short, you gotta hit that one in fifth!"

Pretty soon they had me scraped up off the ground and walked me over to the podium where Rodney Smith and Michael Lafferty were waiting. Still dazed and confused, they helped direct me to the top level of the podium. Some one slipped a wreath of gilded olive leaves around my neck. Ron Ribolzi made sure I had on my Trelleborg hat, my Spy goggles were turned around backwards on my neck. My arms were raised above my head in celebration and all eyes were on me. Faces who usually scorn or ignore me stared up; in some hungry for a glance, touch my soul, can you tell me your secret? You are the greatest, pick me. The mob moved closer as one writhing mass. It looked like seaweed with faces and cheap T shirts waving at me. Unlike earlier hallucinations, this episode only affected my hearing, I could see just fine. Adjusting to my new position as hero I smiled and waved for the cameras. I threw my gloves out into the crowd.

Hugh Fleming walked up with his clipboard and the riotous crowd simmered down, and he started his speech. Since my hearing is afflicted his words did not mesh with his mouth. His voice carried a heavy Italian accent as he struggled with his English.

"Sank vou viry mush. In behalf oz ze FIM und moro-cyclist ull over ze wirlt, Cha-lee Willy-ams, iz ze champion."

I just beamed, and I raised my open palms towards the cheering crowd. But the words Hugh actually spoke were nothing like I had heard. He said something like: "Thank you all for coming, bla bla bla. A year ago we had a Qualifier here in February, and Charlie Williams said it was too easy and drew a picture of Big Dave in a dress, and Jeff Russell in a coulottle with platform sandals. He thought he was really being funny. But today Charlie couldn't even finish, he rode half the event and quit. Jerry Bernardo passed him for heavens sake. Squid, squirrel, goof-ball, nut case, loose cannon, LOSER. Charlie Williams, in his most embarrassing moment. Had he finished the event nothing would have been said, but Charlie choked and he looks just ridiculous in my eyes. A fool, a big-mouthed cry baby, non finisher quitter, unqualified scum of the earth, Charlie Williams!"

He swung around and pointed at me and it was my proudest moment, "Shampion" echoed through my deluded mind. In reality the crowd was not happy to see me, they were the riders who had finished the event and were bleeding and broken and beat up and just plain worn out by two days of long hard trail, and any man there wanted a swing at me for drawing that stupid little picture of Jeff Russell in that stupid little coulottle. I didn't think Clipper would run it, don't blame me, Clipper is the one who printed it!

Now the adoring crowd has started throwing roses to me. Tears cloud my vision and my own ego clouds my hearing. What I perceive to be a victory celebration is in reality the simmering of a lynch mob boil over, my ass was on the line. The mob was not tossing red roses, it was a group of grown men throwing rotten tomatoes at me with vengeance. As my thoughts herky-jerked about, the words of Dr. Thompson rolled through my mind: "When the going gets weird, the weird turn pro."

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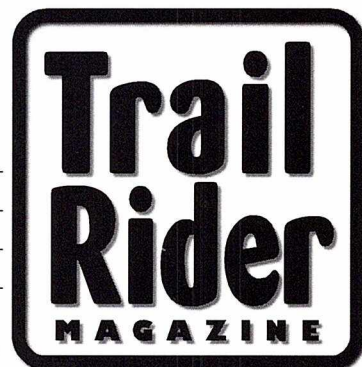
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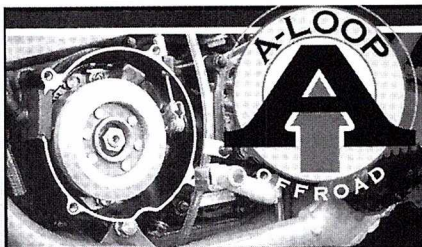
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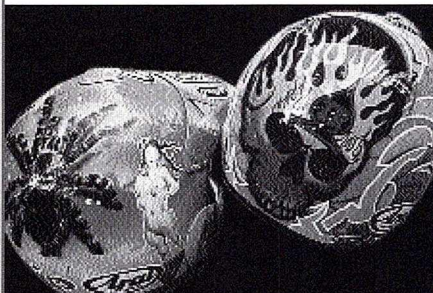
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The Bike Whisperer, Part 4

Well, I found out where the Bike Whisperer lives. I think he's a California resident. At any rate he sent me a clipping from a San Francisco newspaper that had the supreme audacity to take my name in vain. I don't care—just as long as they spell the name right and don't poke fun at the way I fall off

"I remember I had been riding sidesaddle for the past two days, and I was riding sidesaddle so far that the seat was under my knee."

my motorcycle, or ridicule my cue ball haircut.

Which I've noticed, because of age spots, is beginning to look like a cue ball that has been used to stomp cockroaches.

The newspaper clipping was part of a story about the Dakar Rally, an event that makes our Baja runs seem like a trip around the block. I'll read it to you... "Even the winner was lost at one point, forcing him to follow other riders, which, as Ed Hertfelder can tell you, is one of the best ways known of getting lost." Amen to that!

I know that most of the Dakar Rally competitors mount Global Positioning Systems on their handlebars because of the featureless sea of sand they have to cross, so maybe following one of these troopers might be encouraged. The worst I ever got lost following a rider was at the marvelous Six Days of Michigan event. They run you over 720 miles of extremely well-marked trails. In fact, the trails are so well marked that they lull you into a false sense of security; very similar to the false sense of security that single women promote regarding marriage.

Having done my share of trail marking for New Jersey enduros, I can appreciate fine trail marking as it goes by me. And I think it's fun to note just where the arrow bag was handed off to a different layout worker. Taller, or shorter, riders will put trail markers at THEIR eye level. Sometimes, arrows abnormally high might make you think the layout rider was a NBA superstar. That's what I used to think until one day I was pre-riding a section and caught up to the shortest rider in my

club as she was hanging arrows. There was tiny Patty Hancock, with her motorcycle leaning against a pine tree, standing up on the seat to staple her arrows above the brush level.

This getting lost I'm telling you about was on a Michigan day five, as I found myself tooling along with a case of monkey butt that might qualify me for a Masochist of the Year

consideration. The condition had progressed to the point where it was almost too painful to get OFF the motorcycle. Unless you've experienced it, that doesn't seem right, does it?

What happens, I think, is that sitting pressure depletes the blood supply to the afflicted nerve endings. Getting OFF the seat reactivates those nerve endings and the experience is like having your own private hydrogen bomb test among the short hairs.

I remember I had been riding sidesaddle for the past two days, and I was riding sidesaddle so far that the seat was under my knee. The major advantage here is that the afflicted area is not in use and, perhaps more important, is hanging out in the cooling slipstream.

Not very graceful, but better than having to choke back a scream when you take off your shorts.

A very considerate rider slowly caught me up, then hung back patiently as I swapped my butt to the other side and waved him past. I decided to follow him and give my eyes, and mind, a rest. I noticed he was getting up on his pegs a lot and dropping down on the seat with so much velocity that it almost hurt ME! It was obvious that he was one of those riders who are so job-bound that they only come to ride the

final two days. His speed was just what I like, about 4/10s, or maybe slightly slower.

After about a half hour of this 'tagging on' riding, I noticed an old two gallon can of Sunoco motor oil near the side of the trail on a pile of broken cinder blocks. I used to buy those two gallon cans when I was chauffeur-ing my '36 LaFayette down the road, leading a blue smoke trail so thick that cars following with their 'brights' on didn't bother me a bit. A half hour later I noticed ANOTHER two gallon Sunoco can also lying on a pile of broken cinder blocks.

When the THIRD Sunoco can showed up a half hour later, my brain FINALLY clicked in and I realized that the odds of finding TWO old two gallon cans of Sunoco on a Michigan trail was slightly more than a trillion to one. And finding three cans of twenty-five weight oil in the near arctic Upper Michigan was almost impossible, because you could never get a vehicle started all winter with that molasses in the crankcase.

The odds on this happening were about the same as three feet of pink snow falling on Bill Mauldin's neighborhood in Tucson, Arizona.

Following that compulsive worker, who couldn't take a week off whatever job he had, caused me to ride an extra hour of circling!

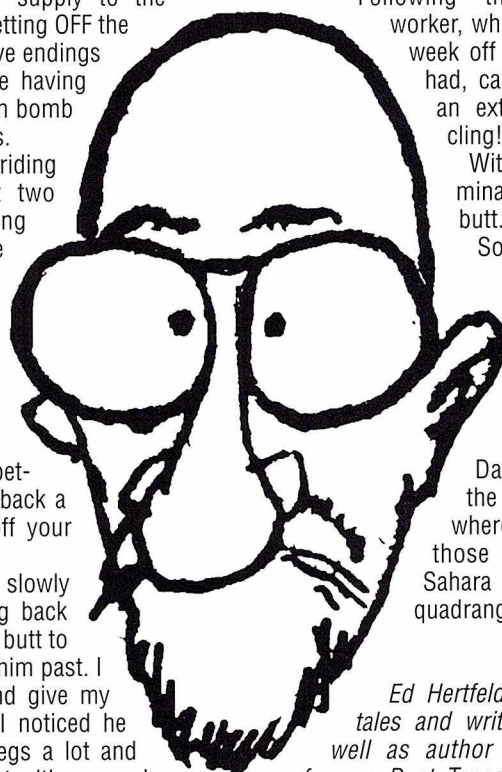
With an almost terminal case of monkey butt.

So if Hertfelder has anything to tell you, it's don't let your monkey butt affect your brain!

Say, those Dakar riders with the G.P.S. units — where do they carry those 460 sheets of Sahara geodetic survey quadrangles?

—Ed Hertfelder

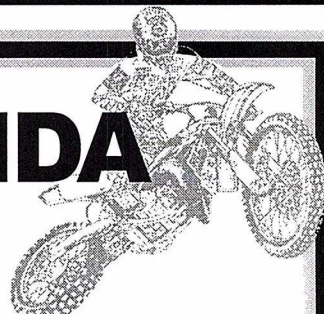
Ed Hertfelder is a teller of tales and writer of books, as well as author of the globally famous Duct Tapes stories. Like to have a list of Hertfelder columns from 1986? Ask nice with a S.A.S.E. to Ed's ranch at P.O.Box 17564, Tucson, AZ 85731. ♠



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